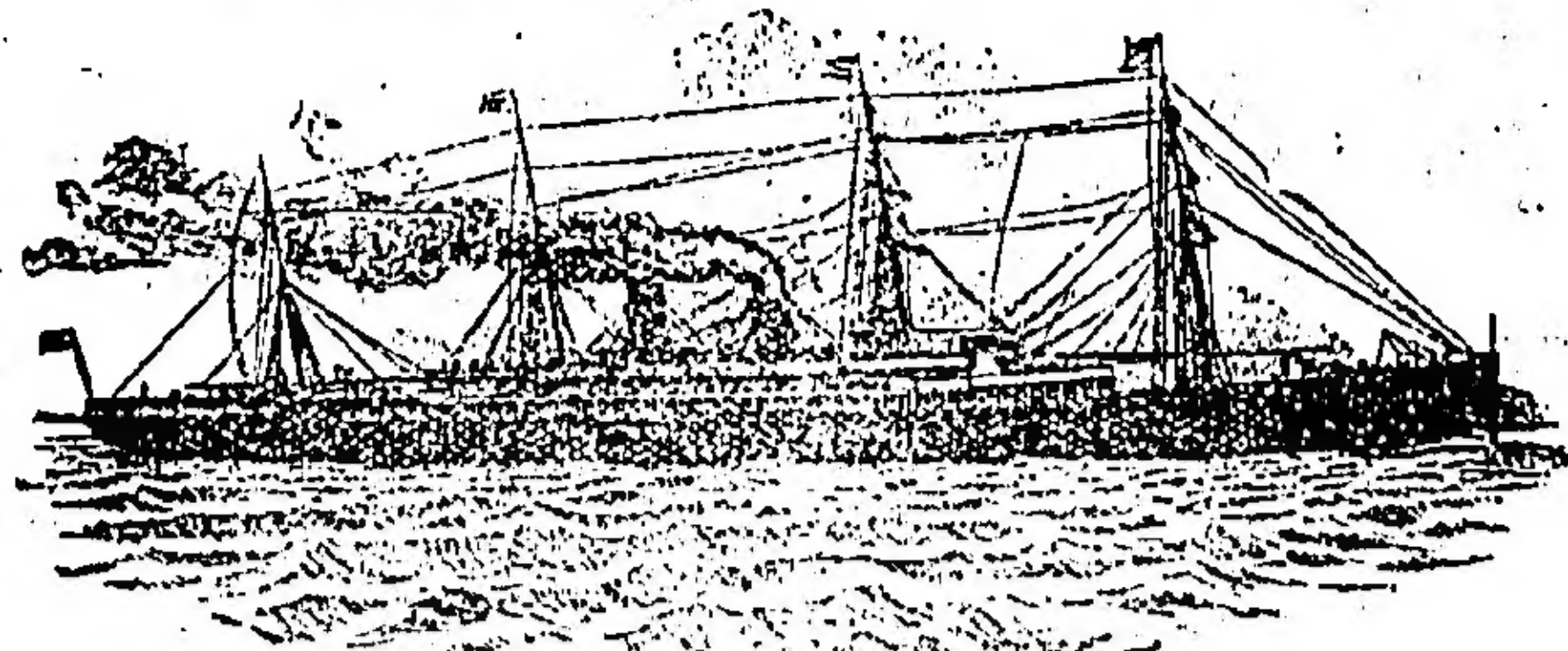


U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"NIPPON MARU".....	6,307 Gross Tons.....	TUESDAY, 24th November, at Noon.
"SIBERIA".....	11,284 ".....	WEDNESDAY, 2nd December, at Noon.
"COPIAC".....	4,352 ".....	WEDNESDAY, 9th December, at Noon.
"AMERICA MARU".....	6,307 ".....	FRIDAY, 18th December, at Noon.
"KOREA".....	11,276 ".....	SATURDAY, 26th December, at Noon.
"GABELO".....	4,295 ".....	SATURDAY, 2nd January, 1904, at Noon.
"HONGKONG MARU".....	6,307 ".....	SATURDAY, 9th January, at Noon.
"CHINA".....	5,060 ".....	TUESDAY, 19th January, at Noon.
"DORIC".....	4,784 ".....	FRIDAY, 29th January, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE T. K. K. Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 24th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest passenger ships on the Pacific. Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date. For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 20th November, 1903.

J. STUART THOMSON, Acting Agent.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN".....	6,000 ".....	WEDNESDAY, 16th December.
"EMPRESS OF CHINA".....	6,000 ".....	WEDNESDAY, 13th January, 1904.
"ATHENIAN".....	3,882 ".....	WEDNESDAY, 27th January.
"EMPRESS OF INDIA".....	6,000 ".....	WEDNESDAY, 10th February.
"TARTAR".....	4,445 ".....	WEDNESDAY, 24th February.
"EMPRESS OF JAPAN".....	6,000 ".....	WEDNESDAY, 9th March.
"EMPRESS OF CHINA".....	6,000 ".....	WEDNESDAY, 30th March.
"EMPRESS OF INDIA".....	6,000 ".....	WEDNESDAY, 20th April.
"ATHENIAN".....	3,882 ".....	WEDNESDAY, 27th April.
"EMPRESS OF JAPAN".....	6,000 ".....	WEDNESDAY, 11th May.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and making connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MARBURG.....	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO).	24th Nov. Freight.
Stern.....	HAVRE and HAMBURG.	1st Dec. Freight.
Borck.....	(Calling at SINGAPORE and PENANG).	15th Dec. Freight.
ARAGONIA.....	HAVRE and HAMBURG.	29th Dec. Freight.
Forst.....	(Calling at SINGAPORE and COLOMBO).	5th January, 1904. Freight.
NURNBERG.....	HAVRE and HAMBURG.	19th Dec. Freight.
Jaburg.....	(Calling at SINGAPORE and PENANG).	2nd Jan. Freight.
AMBRIA.....	HAVRE and HAMBURG.	16th Jan. Freight.
Duckstein.....	(Calling at SINGAPORE and COLOMBO).	30th Jan. Freight.
NUBIA.....	NEW YORK via SUEZ.	About end of December. Freight.
von Hoff.....		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 18th November, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM".....	2,363 tons.....	Captain H. D. Jones.
"POWAN".....	2,338 ".....	G. F. Morrison, R.N.R.
"FATHAN".....	2,180 ".....	A. W. Dixon.
"HANKOW".....	3,073 ".....	C. V. Lloyd.
"KINSHAN".....	2,860 ".....	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNG HAN".....	1,998 tons.....	Captain W. E. Clarke.
-----------------------	-----------------	-----------------------

Departures from Hongkong to Macao daily at 2 P.M. } Sunday
Do. from Macao to Hongkong daily at 8 A.M. } excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN".....	2,119 tons.....	Captain T. Hamlin.
----------------------	-----------------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM".....	538 tons.....	Captain B. Branch.
"NANNING".....	509 ".....	C. Buchart.
"TAK HING".....	518 ".....	R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD

Hongkong, 7th November, 1903.

1357e

JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,

3, DUNDRELL STREET,

HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJLMAHI.....	JAVA PORTS via MACASSAR.	December 1	SHANGHAI, KOBE and YOKOHAMA.	December 5
TJIPANAS.....	KOBE and YOKOHAMA.	November 26	STOKE, JAVA PORTS and MACASSAR.	November 29
TJILATJAF.....	Do.	December 21	Do.	December 24

The Steamers are all fitted throughout with Electric Light and have Superior Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading. For Particulars of Freight and Passage, apply to

THE AGENTS,
HOTZ, SJACOB & CO.

Telephone No. 201.
Hongkong, 16th November, 1903

11163e

Announcements.

PORTRAITS, GROUPS, ENLARGING, AND COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL

ATTENTION.

FULL LINE OF SUPPLIES

ALWAYS IN STOCK.

ORIENTAL

COSTUMES AND

FANCY DRAPERIES

FURNISHED.

WORK GUARANTEED TO BE

THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

964e] PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

1339c

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,

CONNAUGHT HOUSE.

954c]

Announcements.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in, or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 378.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573e

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, THE PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[17

GO TO THE KOWLOON HOTEL, KOWLOON.

FRANK F. JEWELL,
Manager.

J. W. OSBORNE,
Proprietor.



GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUN PRACTICE will be carried out from the undermentioned Batteries, and on the dates as specified opposite:—

Stonecutters West in a South-Westerly direction at a range of about 2,000 yards, on the 20th November, 1903.

Lyemun (Sywan) at a range of about 4,000 yards to the North of Fuau Chau and 4,800 yards along the Western shore of Junk Bay, on the 21st November, 1903.

Practice will commence at about 9 A.M. daily, and end about 11 A.M. daily, if the range is clear.

If the weather is unfavourable on any of the above dates, practice will be carried out on the 23rd instant.

By Command,

F. H. MAY,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 12th November, 1903. [1357e



GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUN PRACTICE will take place from the undermentioned Batteries and on the dates as specified opposite:—

Fly Point and Upper Belcher Batteries in a direction to the South of Chung Hue Island at a range of about 4,500 yards, on the 25th November, 1903.

Stonecutters South Shore and East Batteries in a South-Westerly direction at ranges from 2,000 to 3,000 yards, on the 27th November, 1903.

Lyemun (Pak-sha-wan and Sy-wan Batteries) in the direction of the entrance to Junk Bay at ranges from 2,000 to 4,000 yards, on the 28th November, 1903.

Practice will commence at 9 A.M. daily, and end about 11 A.M. daily, if the range is clear.

By Command,

F. H. MAY,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 19th November, 1903. [1388e

THE HONGKONG STEAM WATER

BOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRD ORDINARY YEARLY MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 37, CONNAUGHT ROAD, CENTRAL, on TUESDAY, the 24th day of November, at Noon for the Purpose of Presenting the Report and Statement of Accounts to the 30th of September, 1903.

The TRANSFER BOOKS of the Company will be CLOSED from the 19th to the 24th November, both days inclusive.

J. W. KEW,
Manager

Hongkong, 11th November, 1903. [1353e

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-SEVENTH ORDINARY MEETING OF SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on TUESDAY, the 8th proximo, at Twelve o'clock Noon, for the purpose of receiving the Report of the Directors, together with Statement of Accounts to the 30th April last, and of declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th inst. to the 8th proximo, both days inclusive.

By Order of the Board of Directors,
JAMES WHITTALL,
Secretary.

Hongkong, 16th November, 1903. [1374e



PURE

DELICIOUS

REFRESHING

may now be had in Cases of

4 Doz. Quarts at \$15.00.

MACWEN, FRICKEL & CO.,

3, DUNDRELL STREET.

1st September, 1903.

[650e

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals. Price \$1.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

TELEGRAMS

(Reuters.)

Colombia and the New Republic.

London, 18th November.
Representatives of the Panama Government have met the Colombia Peace Commission on board of an American warship and declined to re-unite with Colombia, stating that the latter's assurances regarding the concession of a further consideration of the Canal Treaty, were too late. The Peace Commission has returned to Savannah.

The Panama Canal.

Mr. John Hay, (Secretary of State, U. S. America) states that the Panama delegates are already prepared to draft a Panama Canal Convention.

The King of Italy's Visit to England.

At a state banquet in St. George's Hall, Windsor Castle, King Victor Emanuel, in toasting his hosts, said that the ever increasing sympathy and friendship uniting England with Italy constitute for my people, traditions for my Government and important factors in its policy, which like that of England is one of peace and civilization.

(Manila Bulletin.)

Isthmian Canal.

Washington, 16th November.
President Roosevelt has appointed Senator Mark A. Hanna, of Ohio, as President of the United States Panama Canal Commission which is to deal with the Republic of Panama, who recently arrived in this City.
The Commission will also look after all American interests in the Isthmus.
Germany has formally recognized the Republic of Panama by opening official relations with the new State.
Bogota, U. S. of Colombia, 16th Nov.
The president has named a Commission to treat with the peace envoys from the de facto government of Panama, newly constituted as a republic since its secession from Colombia. President Marroquin, has ordered this Commission to do its utmost to effect a reconciliation with the turbulent Isthmians.

The Near East.

Sofia, 16th Nov.
One hundred and forty Bulgarian army officers have been summarily cashiered for complicity in connection with a plot against Turkey. The greatest excitement prevails in the capital and the army is on the verge of disruption because of the edicts of dismissal.
Shipping Disaster in S. Africa.
Port Elizabeth, Cape Colony, 16th Nov.
Five vessels have been driven ashore and completely wrecked in Algoa Bay, on the southeast Coast of Cape Colony, South Africa. The ships were the *Limos* old *South American* and Cuban filibuster *Two Brothers*, the *Arman*, *County of Pembroke*, *Wayfarer* and *San Antonio*.

Wireless Telegraphy.

London, 16th November.
Wireless telegrams have at last been successfully sent and a service established between the United States and the Argentine Republic in South America.

Alleged Biblical Discovery.

Cairo, Egypt, 16th November.
Hitherto unknown teachings and sayings of Jesus Christ, addressed to one of the Twelve, the apostle Saint Thomas, have been discovered by recent investigators. A profound sensation has been created in the biblical world by the discovery of these priceless documents, whose authenticity has been fully and satisfactorily established.

SIR HENRY'S FAREWELL.

THE COUNCIL'S EULOGY.

Following is a verbatim report of the various speeches made at the Legislative Council meeting after Sir Henry's farewell address, and which was summarised in our issue last evening:
Hon. Sir Paul Chater:—Your Excellency, speaking on behalf of the unofficial members, I can confidently say that we have all listened to your farewell speech with equal interest and respect, and with great interest because of the personal questions with which it deals, with personal regret because we recognise that it is the last occasion on which you will address this Council. I can assure you, Sir, that we most cordially reciprocate the expressions of goodwill that have fallen from you. (Applause)
The relations between the head of the Executive and this Council, during your Excellency's tenure of office, have been marked with the best of feeling, and I am sure that all my colleagues will agree with me that every opportunity has been given by you for the ventilation and discussion of debatable questions. For my own part, I can truly say that I have always received the greatest consideration at your hands; that for any subject I desired publicity you have afforded me every facility; and any proposals that I have had the good fortune to be able to put forward for the benefit of the Colony have received your prompt attention and your earnest support. Your Excellency will leave this Colony in many respects much more advanced than when you found it. Public works have made some progress, but perhaps more has been done to initiate them than actually to bring them to completion. You have shown where your successor will reap the fruits of your labours. The boundaries of the Colony have been extended, the population considerably increased, its importance enhanced, and its revenue very largely augmented, so largely, indeed, that the sanitary improvements, which are now so very necessary, may be gradually carried into effect without increasing the taxation. That progress will, I am sanguine, continue. Neither temporary commercial depression nor the recurrent outbreaks of plague will be able to permanently arrest it, and I trust that your Excellency will be able to note from your post in Ceylon the onward march of that improvement here that you have laboured to promote. (Applause)
I must not monopolise the time of the Council. I am sure my unofficial colleagues are anxious to address you, too, and no doubt they will fill in the gaps which I am only too conscious occur in my own. In conclusion, nothing remains but to bid you, officially, farewell, and to assure you that the unvarying tact, patience, and good temper with which you have presided over the deliberations of this body, and the conscientious care you have taken in the administration of affairs during the last five years will abide with us in the future. (Applause)
Hon. Dr. Ho Kai:—Your Excellency, as senior representative of the Chinese at this Council I may be permitted to add a few words to the remarks of the senior unofficial member,

with which I may say, I fully concur. Your Excellency has presided over us for a period of five years, and during that time the deliberations and discussions in this Council have been conducted without personal rancour in your Excellency said, and with mutual good feeling. This I venture to ascribe in a great measure to your consummate tact and courtesy and your fairness and sound judgment, as president of this Council, you have just given us, Sir, a concise review of the scientific features of your administration, and will you permit me to say, Sir, that your past administrative acts have given entire satisfaction to the community which I have the honour to represent, and have, moreover, won the confidence and respect, the admiration and affection of the whole of the Chinese community. I am confident, Sir, that they will be fruitful of the best results in the Colony and the New Territory which have been newly acquired. Personally I cannot bid you a farewell to-day without thanking you for your invariable kindness and consideration to myself and my colleague in this Council, Mr. Wei Yuk, in our capacity as representatives of the Chinese. No one knows better than your Excellency that it is oftentimes an arduous task to represent the multifarious and many interests of this community in the Council, but by your kind consideration and assistance we have found that task made very easy for us, and sometimes very pleasant, so that I myself cannot allow this occasion for your past kindness to us and myself, and in bidding you farewell officially to-day I wish to assure your Excellency of my profound respect and esteem, and I desire also that your Excellency will accept our best wishes for your future happiness and prosperity. (Applause)

Hon. Wei Yuk:—Your Excellency, my hon. friend and colleague has so well and truly expressed my views and my own expressions with regard to your Excellency that he has left me no words to do anything more than to express my entire concurrence with his remarks. I join him in wishing your Excellency good health, prosperity and happiness. (Applause)
Hon. C. W. Dickson:—Your Excellency, my hon. colleague at this Council has given a resume of what has transpired during the period I have had the honour to serve on this Council, and has spoken of the marked esteem with which we, one and all, look upon your Excellency, and touched also on the fairness which has characterised the attitude of the unofficial members in this Council. In these sentences which he has expressed I am very pleased indeed to be able to cordially concur, and wishing your Excellency good-bye I join with him in expressing the wish that your Excellency may enjoy health and prosperity for all time. (Applause)

Hon. Gershom Stewart:—Your Excellency, although a new member of this Council, I am an old resident in this Colony, and I have followed always with great interest deeds of those who have been sent to rule over us. Comparisons are a ways to be avoided, and I shall content myself with saying that with the wise and liberal line on which you have carried on the administration of this Colony I have always felt myself most amply in accord. I think this Colony owes to you a debt of gratitude which, as time goes on, will grow larger and larger. (Applause)
For the last ten years we have been struggling with that scourge of plague. We have been learning in sorrow and bitterness the truth of the old saying, that "cleanliness is next to godliness." It has been an immense support and it has been an incalculable value to those who were placed over us have the courage and devotion to labour and combat that dreadful evil. (Applause)
I am delighted to be able to say that in the Governor we are losing and the Governor we are going to get we have two examples of devotion which have inspired other men. (Applause)
I believe that, besides those things we know, this Colony is indebted to you for much work which perhaps has not been made public. The opening, for instance, of that port of Weichow would never have been effected without you. I think it is possible that that place may in future be of great importance to us. We have been associated—some of us—in an epoch-making thing in regard to the railway commencement in Southern China. I believe the question which will agitate our minds here in the immediate future more than any other is whether or not this Colony shall be the open door for the arrival of the railway from Hankow to Canton. We will have the pleasure of listening to you once more, Sir, and I trust you will give us your views on that most important point. The keen sympathy and good-heartedness with which you have listened to and assisted in every possible way those in distress have been an encouragement to that charity by which you say this Colony has distinguished itself. We cannot forget the manner in which you took under your care that plague-stricken district in the west of the city nor of the assistance you afforded to the sufferers by the typhoon of 1900. Even within the last month it was owing largely to your efforts that several hundreds of unfortunate Chinese were rescued from a watery grave in the confines of this Colony. I cordially endorse everything that has been said by my colleagues, and as Governor and one of the best-hearted members of the human family that it has ever been my good fortune to meet, I wish you farewell and all happiness. (Applause)

Colonel L. F. Brown:—Your Excellency, in the farewell address to which we have just listened, you scarcely touched on the assistance which you have given to the military forces of this Colony in increasing the armament and personnel which are now under this command. Without your assistance I think it would have been scarcely possible to increase the garrison to the extent it now is. But to worthily uphold the British flag in British waters requires a naval base, which requires protection. The armament and personnel now under this command have been gradually increased during your Governorship, and now the arms and the number of men in this Colony are scarcely inferior to those of Gibraltar. You have also kindly given to us the permission to make use of the uninhabited parts of the New Territory for training our men. I have been lately inspecting them on the slopes of Talmoshan—a perfect training ground; there is no training ground I know in England or in any country that I know of, that is equal to it. (Applause)
—and the men have learned very valuable lessons there. This constant working on the hillside just as they would be in actual warfare was of the greatest use in making them valuable defenders of the Colony. (Applause)
I was watching them shooting the other day. A small squad of men were allowed to shoot for 25 seconds at ten small objects placed on the hillside, and before the 25 seconds were up seven of these were knocked over. Regiments that can shoot in that way need not fear the landing of almost any number of men who are not accustomed to hill-climbing or who had not shot or worked in a country of this sort. I have no doubt that if a party from a foreign country arrived in this Colony they would walk into a death-trap. I have also been watching the firing of the new guns lately added to the armament. In range and power they are equal to anything to be seen anywhere, and the batteries of small quick-firing guns are now complete. The firing from them was also remarkably. At the small battery at Lyceum vessels representing destroyers towed about 15 miles an hour went through

the Pass, and shots were put on them at the rate of 20 shots a minute. I do not think any destroyers could enter the Pass, at that rate. It has been my good fortune to serve under your Excellency now, in two islands, and I hope it may yet be my better fortune to serve under you again. On behalf of the officers and men under my command I wish you and Lady Blake God-speed, and that you may enjoy in that interesting and beautiful island to which you are now going many happy days. (Applause)

The Attorney General:—Your Excellency, the official members of this Council and the public servants of the Colony generally feel the utmost regret and sorrow that the time has come when you are about to relinquish the administration of the affairs of this Colony. It is tempered by the knowledge that you leave the administration of the Colony in the hands of an able and capable officer who has had the advantage of a long training. (Applause)
Still, we have felt it to be a certainty for some time that your Excellency's services would be required by His Majesty the King elsewhere than in Hongkong, and we have felt the time had arrived in your Excellency's long and illustrious career in the public service of the Empire when you would achieve the highest distinction—namely, the blue ribbon of the service in the Governorship of Ceylon. We here congratulate the Civil servants of Ceylon and the Colony generally on the acquisition of yourself as its Governor, and we in this Colony, knowing you so well, predict for you in the administration of the affairs of Ceylon the same conspicuous success that has marked your administration of the affairs of Hongkong. On behalf of the official members of this Council I bid you a respectful farewell. (Applause)

His Excellency:—I thank you very much, gentlemen, for the kindness with which you have spoken. I feel it very deeply, and I assure you that I entirely concur in one remark that the hon. Attorney General has made, and that is in the fact that the Colony is to be congratulated that when I leave its shores on Saturday I shall leave its administration in the hands of a man who has the confidence of the whole community, who is well known to you all, who knows this place thoroughly and whose honesty and integrity are well known to you all. (Applause)

QUEEN'S COLLEGE.

IMPORTANT RECOMMENDATIONS.

The following report on Queen's College was presented to the Legislative Council yesterday:—

Education Department,
Hongkong, 25th September, 1903.
Sir, I have the honour to forward a report on Queen's College submitted to the Governor by the Examiners.
1. It appears to the Governing Body that the teaching at Queen's College should be so organized that a boy who has succeeded in reaching the upper Classes ought (with reasonable diligence and ability) to have acquired a fair knowledge of Chinese, a reasonably good knowledge of English, as it is spoken and written and printed, and ought to be able with considerable facility to translate from one language to the other. These attainments will be to him, in after life, of much greater value than a superficial knowledge of Algebra and Euclid, for instance, or long lists of tributary rivers, &c., stored away in his memory, till time effaces them.
2. Knowing Chinese and English, the literatures of both countries lie open before him if he pushes his studies, as opportunity offers, after he leaves the College.
3. The Governing Body do not undervalue special subjects but speak only of relative importance.
4. The difficulty some masters, who do not know very much English themselves, must have in imparting their knowledge of that language to the boys in the lower part of the school. But speaking generally, they agree with the recommendations of the Examiners.
5. The question of suitable Readers is a difficult one, and the Governing Body is of opinion that it might be referred to the Committee now sitting to consider the Cambridge English among other subjects taken in connection with the Oxford Local examination.
6. Will you kindly authorise payment of the Examiners' fees—I have, etc.

EDWARD A. IRVING,
Hongkong Secretary to the Governing Body, Queen's College.
Hon. F. H. MAW, C.M.G.,
Colonial Secretary.

Sir,—As requested in C. S. O. 4452/03, we inspected Queen's College during the last fortnight of the summer term, and have now the honour to submit the following report.
METHOD OF CONDUCTING THE EXAMINATION.
The examination was held by the desire of the Government, in a different way from usual. It has hitherto been an examination of the Upper School only (Classes I, II, and III), and has been held at the end of the winter term in connection with the Christmas examinations and prizes and promotions depending upon it. It thus involved the examination of every individual scholar in every one of the subjects by him, and an exact comparison of the papers in each subject, in order that the order of merit in each Class might be ascertained. The labour of such an undertaking, dealing as it must with more than a thousand papers, is considerable. It does not leave much time to the examiners for such considerations as the efficiency of the staff, the discipline, the nature or the method of instruction. Indeed, the nature of the examination tended to prevent the examiners from easily considering these vital points. Their first duty was to declare which boy had best assimilated the educational diet provided for him. That diet must be unwholesome; and the healthier instinct the one that turned from it. But, however unwillingly, the examiners were compelled to award praise and blame on the results before them, after which any criticism in a contrary sense that they might make, would be apt to fall unheeded.

Further the system was objectionable, in that, while the examiners were not put in the best position for doing that, which they were best qualified to do, they were not the persons best qualified for the task actually given them. However pain-taking and skilful an outside examiner may be, the best judge to decide the master who has had the class under his eye day after day throughout the year. And it will often happen that the decision of the examiners will nullify the predictions of the master, and so inevitably disable his judgment in the eyes of his scholars.
The examiners have in fact hitherto attempted to draw up the school in a graduated order of merit. The duty is analogous to that of arranging troops in review order, first the taller and then the shorter. Such a duty in the latter case is best performed by those who are closest in touch with the men, and not by the Inspecting Officer. He has other and more widely important duties to fulfil. He has to see that such exercises as are performed are smartly performed; but he at a considers the intrinsic value of the exercises, and it is his business to

make sure that they are the most useful that can be devised.

Impressed by these views the examiners have paid little attention to 'places' and 'marks,' but have set themselves to inquire whether the work of the school is laid upon the soundest possible lines, and whether what is in fact being done, is being done in the best possible way.

From this altered view of their task, it followed that the examination could no longer be limited to the Upper School. Not all boys in the Lower School will rise to the Upper; but the Upper has with few exceptions passed through the Lower School. And it is found that the effects of bad teaching in the lower classes are not easily got rid of. Moreover, the Lower School is, speaking broadly, staffed by Chinese masters, and the Upper School by English masters; and, further, there seems a tendency to place the least experienced Chinese masters in the lowest Classes. It seemed to the Examiners that if it came to a choice between inspecting the Upper and Lower Schools, the latter could less safely be neglected. In order to cope with the extra work thus imposed upon them, their number has been increased from two to three.

It was considered advisable to hold the Inspection at Midsummer instead of at Christmas as in former years, in order to interfere as little as possible with the Christmas examination for promotions and prizes.

THE ARRANGEMENT OF CLASSES.
The school is divided into Classes, numbered from I to VII, of which the first three constitute the Upper, and the rest the Lower School. Each Class is divided into three, or four Divisions, distinguished by letters A, B, C, D. The Divisions of a Class do the same work; but they are otherwise quite independent, each under its own master.

Promotions take place twice a year as a rule in the Lower School, and once a year in the Upper School. The top boys go from Division A of one Class into Division A of the next. The number of scholars in a Division varies between 20 and 60, reckoning by the average attendance.
The great majority of the boys are Chinese, but there are also a number of Portuguese, Indians and Eurasians, with a very few English. The Headmaster has, since the last inspection, given up the special Classes in the Upper School for non-Chinese. The Headmaster does not identify himself with any Class or Division, but exercises supervision over all.

RESULTS ATTAINED IN THE VARIOUS SUBJECTS.

The inspection (which lasted about a fortnight) included the examination of individual boys, the inspection of note books, and a study of the methods employed by the masters. Below are given the conclusions we have drawn, arranged under the different subjects.

Colloquial English.—In order to be able to make a more thorough investigation of the results obtained in this subject, we confined ourselves for the most part to an examination of a selection of 5 boys in each Division, so chosen as fairly to represent it. In Class VII, representing 6 months to a year's work, a fair beginning seemed to have been made; and the boys understood a number of sentences relating to their work, such as 'Put away books,' 'Clean your slates.' The master gave such orders in English, though he made the mistake of translating them into Chinese immediately afterwards. We did not find any attempt made to teach the boys to do the talking till much higher Classes were reached. We regret that the colloquial acquired in Classes VII, VI, V and IV by boys who have previously been studying from 2 to 5 years by no means showed a sufficiently rapid improvement. In fact only in IV A under a European master did the boys begin to talk a little. All we could get was a Chinese version of English sentences spoken to them by us. To give examples of very general faults, in Class VI A, the master was still giving the orders 'Put away your slates' and 'Stand up' in Chinese, in V B none of 4 boys asked knew the names of the four seasons.

In the Upper School we took the boys out on the verandah and asked them to describe what they saw in the streets and shops before them. Except in Class I and II there was little attempt at conversing. We noticed that boys in a Class taught by an English master were much more willing to make an attempt than those in a Class under the direction of a Chinese master.

In the Lower School there was a general unwillingness to attempt to say anything. No doubt this was partly due to nervousness. Colloquial is a difficult subject to teach; but when every lesson can be made a lesson in colloquial, we cannot help thinking that much of the inability to speak or understand English is due to the fact that the Chinese masters employ Chinese and not English, when giving directions connected with the ordinary routine work. We have no wish to question the zeal of the Chinese masters; they appeared to be carrying out to the best of their ability a very difficult task, but in the Lower School, Chinese as a medium of communication between master and boy was, as we have said, far too common.

What is sometimes called the *New Method*, the *Gothic*, and other related systems, are now almost universally employed in France and Germany and very generally in England, but are apparently unknown or not approved of at the College, as means of teaching colloquial English.

Composition, including handwriting, spelling and dictation.—Original composition in English is offered for examination in the Upper School. The teaching of Colloquial, Handwriting, and Spelling in the Lower School forms a course of preparation for it.

In Class I, 'The Stocks as a Punishment for Highway Robbery' was set as an Essay. It was expected that about one page of foolscap or 200 words would be written. In marking these papers our attention was principally confined to the language used, no marks being deducted for weakness of arrangement nor for lack of ideas so long as the matter was germane to the subject. At the conclusion of what represents an eight years' course of study of English we expected, not absolute correctness of idiom, but an absence of gross grammatical mistakes—much the same standard in fact as is attained in the composition of Latin in Public Schools. There, too, the course has occupied about eight years; though as Public school boys have not the inestimable advantage of hearing Latin spoken daily, the test is very favourable to Queen's College. Under this test no paper containing more than 6 gross mistakes in 200 words could be passed. Out of 63 papers corrected, 19 passed with credit, 19 passed, 25 failed. Of the last, 11 or 18 per cent. of the total number were very bad. Considering the Class as a whole some excellent work done at the top is counterbalanced by the performances of boys, who should apparently have hardly reached the Upper School at all, much less the top Class. In support of this view we attach papers (see Appendix) selected quite at random from the first 10, and the last 11. The first 10 papers are divided almost equally between Division A and B, but the last 11 are all in Division B.

Certain blunders are so common throughout the Upper School, that we feel it should be not impossible to trace them to a common source and then stop them. A notable example is the use and abuse of the word 'shame' and

its derivatives. It will hardly be believed that of 63 papers corrected in Class I, no less than 20 contained these and kindred mistakes 'will never be ashamed' (this form alone occurred in 14 papers) 'cause him much ashamed,' 'make ashamed on the sufferer' &c., &c. Another very general mistake is failure to balance the tenses of verbs in a sentence correctly, especially in conditional sentences, where 'has' or 'had' is needed in the apodosis, 'will' not dare to do what he had done.' If the Government do not punish the offenders, the people could not be safe.

In Class II the subject for composition was a letter, the recipient of which was to be informed that there was 'some talk of increasing the time devoted to Chinese studies in the schools of the Colony,' the writer giving his own views. (This was a very popular subject: some original views were developed. Incidentally it may be mentioned that a very large majority were in favour of the increase, the dissentients being non-Chinese with few exceptions.) On correcting the papers we found the greatest inequality in them and in order to come to some definite conclusion on this point we shewed them to a lady who has had many years' experience as mistress of a school under the London School Board. She kindly classified them for us as follows:—

12	corresponded with Standard VII.
21	" " " VI.
25	" " " V.
19	" " " IV.
14	" " " III.

This classification corresponded sufficiently closely with our own estimate. Here again there is a long but very feeble 'tail.' It is obvious that in a Class representing a year out of the school life there should not be a difference represented by four years in the attainments of the first and last dozen scholars. As it stands the Class reaches the Fifth Standard. It should reach the Sixth Standard, and would do so, were it not for the deficiencies of a score or more of boys who should never have been admitted into it.

In Class III a short story was read to fifteen boys selected by the examiners as representing the 3 Divisions. Eight gave the sense of it correctly; the rest failed through inability to follow it, though it was delivered several times over very slowly and distinctly. Only one out of the eight was in Division C; thus Divisions A and B passed 7 out of 10 which is creditable, and Division C failed utterly.

Writing, spelling, and dictation in the lower school were on the whole good, especially the handwriting, which was generally speaking very good throughout the school. Many mistakes in dictation were made in some Divisions of the lower school, but others did very well, VI C, and VI B, for instance.

(To be continued.)

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Quotations close as follows:—

Banks	...	...	...	\$640s. £63
Nationals	...	...	...	\$29 b.
Unions	...	...	...	\$4921 sa.
China Traders	...	...	...	\$60 s.
H.K. & M. S. B.	...	...	...	\$31 s.
Indo-China	...	...	...	\$74 s.
China and Manilla	...	...	...	\$19 s.
China	...	...	...	\$30 s.
Shell Transports	...	...	...	\$100 b.
China Sugars	...	...	...	\$100 b.
Docks	...	...	...	\$204 b.
Wharves	...	...	...	\$71 b.
Farmhans	...	...	...	\$12 s.
Hongkong Lands	...	...	...	\$12 s.
Humphreys Estate	...	...	...	\$103 sa.
Green Islands	...	...	...	\$23 sa.
A. S. Watsons	...	...	...	\$14 sa.
China Providents	...	...	...	\$87 b.

LANGKAT.

The Directors of the Maatschappij tot Mijnbouw en Landbouw exploitatie in Langkat I. d. have declared a fifth interim dividend of S'hai Tls. 7.50 (making to date a total payment S'hai Tls. 35.00) per share, in respect of the working for the year ended 31st October, 1903, payable on the 15th proximo.

To-day's

Advertisements.

HONGKONG RIFLE ASSOCIATION.
THE COMPETITION TO-MORROW,
the 21st instant, will be for Long Range, Cups and Spoons, commencing at 2.30 P.M. RANGES—700 and 800 yards.
Ten Shots and a Slinger at each Range.
MOWBRAY S. NORTHCOTE,
Referee Secretary.
Hongkong, 20th November, 1903. [45]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
FRIDAY,
the 27th November, 1903, at 11.30 A.M., at their
SALES ROOMS, No. 6, Des Vaux Road,
Corner of Ice House Street,
A VERY FINE COLLECTION OF
CLOISONNE WARE,
Comprising:
Assortment of VASES, SOAP BOXES,
INCENSE BURNERS, CAKE BOXES,
WALL PLATES, TEA POTS, TEA CADDIES,
NAPKIN RINGS, BUCKLES, FLOWER
POTS, CIGARETTE CASES, TRAYS, ASH
TRAYS, TOBACCO SETS, &c., &c., &c.
N.B.—After Lot 100 the sale will be stopped and resumed at 2.30 p.m.
The above will be on view from Monday, the 23rd instant.
Catalogues will be issued.
TERMS—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 20th November, 1903. [13, 7c]

To-day's

Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW.
THE Company's Steamship.

"HAILONG."
Captain Evans, will be despatched for the above Port, TO-MORROW, the 21st instant at 11 A.M.
For Freight or Passage, apply to
DOUGLAS, LARPAK & CO.,
General Managers.
Hongkong, 20th November, 1903. [139d]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship.

"HAITAN."
Captain Roach, will be despatched for the above Ports, on SUNDAY, the 22nd instant at Daylight.
For Freight or Passage apply to
DOUGLAS, LARPAK & CO.,
General Managers.
Hongkong, 20th November, 1903. [1395]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR MANILA.
THE Steamship

"EMPIRE."
Captain P. T. Helms, will be despatched for the above Port, TO-MORROW, the 21st instant at 4 P.M.

This well-known Steamer is specially fitted for passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric-light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
For Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 20th November, 1903. [1396a]

CHRISTMAS GREETINGS IN ADVANCE.

AN early opportunity to those WISHING TO SEND GREETINGS TO THEIR RELATIVES AND FRIENDS at Home. I have just unpacked a parcel of Raphael Tuck's XMAS AND NEW YEAR'S CARDS of various pretty designs and description, specially selected to suit the taste of young and old.
Very moderate prices and as usual 10% discount for cash.

H. RUTTONJEE,
No. 5, D'Almeida Street,
and
36 and 38, Elgin Road, Kowloon.
Hongkong, 20th November, 1903. [1396b]

Intimations.



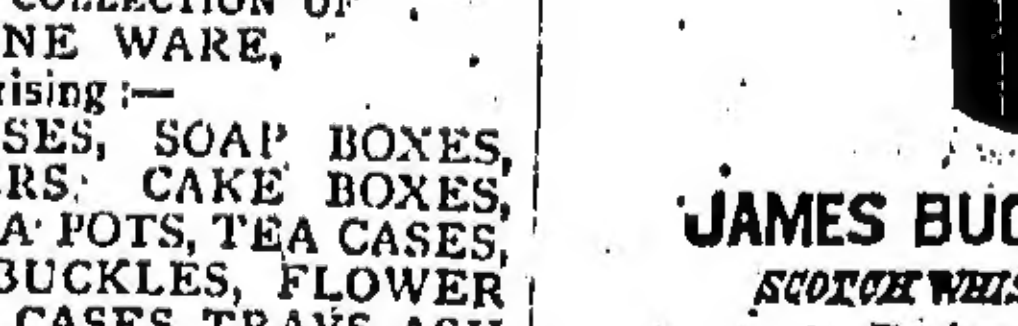
THE POPULAR
SCOTCH
IS
"BLACK & WHITE"



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to
H.M. THE KING
and
H.R.H. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from LANE, CRAWFORD & CO, Queen's Road Central. [642c]

EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.
No charge for testing the eyes.
Glasses and frames of all kinds and qualities.
Prices from \$2 upwards.
16, QUEEN'S ROAD, CENTRAL.
Hongkong, 6th November, 1903. [642d]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.KING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
LASGOW and LIVERPOOL	"PELEUS"	On 28th November.
LASGOW and LIVERPOOL	"DARDANUS"	On 5th December.
LASGOW and LIVERPOOL	"YANGTZE"	On 12th December.
LASGOW and LIVERPOOL	"PYRUS"	On 19th December.
LASGOW and LIVERPOOL	"TYDEUS"	On 26th December.
LASGOW and LIVERPOOL	"NESTOR"	On 2nd January.
LASGOW and LIVERPOOL	"KEEMUN"	On 9th January.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP	"POLYPHEMUS"	On 24th November.
ARSEILLES, L'DON & A'WERP	"HYSON"	On 8th December.
LIVERPOOL	"ACHILLES"	On 20th December.
ARSEILLES, L'DON & A'WERP	"PROMETHEUS"	On 22nd December.
ARSEILLES, L'DON & A'WERP	"DARDANUS"	On 5th January.
LIVERPOOL	"YANGTZE"	On 12th January.
ARSEILLES, L'DON & A'WERP	"NESTOR"	On 19th January.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"PELEUS"	On 30th November.
all PACIFIC COAST PORTS, and	"TYDEUS"	On 1st January.
S. "DEUCALION" from Tacoma, arrived Yokohama on the 17th inst., and leaves Moji for Hongkong on the 23rd inst.		

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th November, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
HANGHAI	"WHAMPOA"	20th November.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 19th November, 1903.

Hongkong—Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)...	SATURDAY, 21st Nov., at 10 A.M.
PERLA	1980	J. McGinty	MANILA VIA AMOY	SATURDAY, 21st Nov., at 4 P.M.
RUBI	2540	R. W. Almond	MANILA (DIRECT)...	SATURDAY, 28th Nov., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 18th November, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRASAMHA"	5,197	W. E. Craven	Dec. 14, 1903.
"INDRAVELLI"	4,899	R. P. Craven	Jan. 14, 1904.
"INDRAPURA"	4,899	A. E. Hollingsworth	Feb. 13, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR FOCHOOW*	"ANPING MARU"	K. Suzuki	SUNDAY, 22nd Nov.
FOR TAMSUI*	"DAIJIN MARU"	T. Ogata	TUESDAY, 24th Nov.
FOR TAMSUI*	"DAIGI MARU"	T. Kitano	FRIDAY, 27th Nov.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried. All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's. Steamers will go alongside the Co.'s Pier on the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co's Local Branch Office, at No. 8, Des Voeux Road Central.

Hongkong, 19th November, 1903.

T. ARIMA, Manager.

Shipping—Steamers.

TOYO KISEN KAISHA
MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROSETTA MARU	H. S. Smith	3,876	THURSDAY, 26th November, at 11 A.M.
ROHILLA MARU	Ernest Bent	3,869	TUESDAY, 1st December, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 20th November, 1903.

K. NAKASHIMA, Manager.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"YUENSANG."

Captain S. J. Payne, will be despatched as above TO-MORROW, the 21st instant, at 2 P.M.

For Freight, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 20th November, 1903.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATOON APCAR."

Captain E. Fey, will be despatched for the above Ports, on TUESDAY, the 24th instant, at 1 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 19th November, 1903.

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MOJI, KOBE, YOKOHAMA, MANZANILLO, MEXICO AND SAN FRANCISCO.

THE Steamship

"ATHOLL."

Captain Watt, will be despatched for the above Ports, on WEDNESDAY, the 2nd December, at Noon.

For Freight, apply at the Company's Office, No. 20, Des Voeux Road.

J. S. VAN BUREN, Superintendent.

Hongkong, 14th November, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

(With Liberty to call at PHILIPPINE PORTS.)

PROPOSED SAILINGS FROM HONGKONG

1903.

About

"ORO" 21st Nov.

"ORONO" 8th Dec.

"LOWTHER CASTLE" 15th Dec.

"SIKH" 24th Dec.

"SAGAMI" 5th Jan.

"LENNOX" 15th Jan.

"AFRIDI" 27th Jan.

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 17th November, 1903.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA,

REDUCED SALOON PASSAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th July, 1903.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW"

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.

No. 8, Queen's Road West.

Hongkong, 30th May, 1903.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 3.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 4 P.M. and Sundays about 7.30 P.M.

FARE:—(Week Days), 1st Class (including cabin and servant), \$5; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3 1/2 hours to reach Macao.

MING ON & Co., 2nd Floor, No. 16, Victoria Street.

Hongkong, 7th September, 1903.

REGULAR SERVICE

BETWEEN HONGKONG AND MANILA IN 48 HOURS.



EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

"EMPIRE."

Captain P. T. Helms, will be despatched for the above Ports, TO-MORROW, the 21st instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 20th November, 1903.

FOR CHEMULPO, DALNY AND PORT ARTHUR.

(Calling at SHANGHAI).

THE Steamship

"SULLBERG."

Captain Meyer, will be despatched for the above Ports on SUNDAY, the 22nd November, at Daylight.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 11th November, 1903.

FOR NAGASAKI, YOKOHAMA AND KOBE.

THE N.D.L. Steamship

"NURNBERG."

Captain Jaburg, will be despatched for the above Ports on THURSDAY, the 26th instant, at NOON.

For Freight, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 17th November, 1903.

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"HERMISTON."

Captain W. T. Bain, will be despatched as above on WEDNESDAY, the 25th November, to be followed by the steamship

"HIMIRA."

Capt. Lockhart, on or about MONDAY, the 21st December.

For Freight, &c., apply to

SHEWAN, TOMES & Co., General Agents.

Hongkong, 19th November, 1903.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENSHIEL."

Captain J. McGilivray, will be despatched as above on THURSDAY, the 3rd December.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW, Agents.

Hongkong, 13th November, 1903.

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK.

THE Steamship

"GLENROY."

Captain F. Selby, will be despatched as above on WEDNESDAY, the 16th December, 1903.

For Freight, apply to

MCGREGOR BROS. & GOW.

Hongkong, 18th November, 1903.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS,

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMAN'S PATENT RED HAND BRAND, HARTMAN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES.

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 18th November, 1903.

Consignees.

S.S. "ARMAND BEHIC,"
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex s.s. "Ortega" and "Guadiana," and from Havre ex s.s. "Guadiana," and from Bordeaux ex s.s. "Ville de Rochefort" and "Cambrai," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, the 17th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 24th instant, at NOON, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 24th instant, or they will not be recognised.

All damaged packages will be examined on TUESDAY, the 24th instant, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 17th November, 1903.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA,"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., LIMITED, Agents.

Hongkong, 16th November, 1903.

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PURNEA."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after NOON, TO-MORROW, the 18th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Agents.

Hongkong, 17th November, 1903.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"TAMBA MARU."

having arrived from the above Ports, consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared before the 25th instant will be subject to rent.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 28th instant, or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA.

Hongkong, 18th November, 1903.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship.

"MANILA."

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M. TO-DAY.

Goods not cleared by the 22nd instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an

THE NOVEMBER CRIMINAL SESSIONS.

At ten o'clock yesterday morning at the Supreme Court, the November Criminal Sessions were resumed before the Chief Justice, Sir W. M. Goodman.

PERJURY.

Ret. v. John Griffiths.
Details have already been published relative to this case. The prisoner, formerly employed as a watchman by Messrs. Panchard, Lowther & Co., was charged, on indictment, with having committed perjury when acting as a witness at the Magistrate's on the 12th and 16th of October last. Prisoner pleaded guilty, but stated that at the time the offence took place he was under the influence of drink.

His Lordship remarked that though it might be possible that the prisoner was drunk when he gave the boatman in charge, he could not admit that this was the case; when Griffiths made the formal charges at the police-court on the 12th and 16th of October last, for, were that so, the Magistrate would certainly have refused to take his evidence. If the prisoner insisted on his statement then he must go for trial. The prisoner then pleaded guilty and withdrew his previous statement. His Lordship reserved sentence and prisoner was removed.

ROBBERY WITH VIOLENCE.

Leung Shin - Hi and Ho Ngau, indicted for robbery with violence from a sampan woman on the 12th November last, were placed in the dock. The crime took place in the harbour of the Colony, and details concerning the same have already been published. The prisoners pleaded not guilty and the following jury was called and sworn:—A. A. Heron, Milroy, W. F. Gardner, C. H. Blason, N. H. Rutherford, A. H. A. Klöckner, J. Hunter, and F. M. X. Figueiredo.

The Attorney General, Sir H. S. Berkeley, informed the Court that three Chinamen, at 8 p.m. on the 12th November, took a sampan for a trip on the water. Profiting by the lonely situation of the woman who was rowing they had set upon, stripped, robbed and thrown her in the harbour. Two gunners of the Asiatic Artillery, attracted by the woman's screams, had rescued her and arrested two of her assailants. The third man escaped. The crime took place at Hung Hom, about 30 yards from the shore. The sampan woman was called and gave evidence supporting the charge. On being questioned, prisoners stated that they had no intention of harming or robbing the woman and that they were only playing. Ali Mahomed and Abdullah Khan, both gunners in the Asiatic Artillery, informed the Court that, attracted by cries for help from the sampan woman, they had waded out in the boat, rescued her and arrested the two prisoners. A Sikh constable then gave evidence in the effect, that the prisoners had been handed over to him by the preceding witness, and a looking declared that he had searched the sampan and found some of the missing jewelry scattered about in the boat, and other evidences of a struggle having taken place. This completed the case for the Crown. Both prisoners repeated their previous statements, viz.—that it was all a mistake and that they had only been skylarking with the woman and that it was by accident that her jewelry was knocked off her and she fell into the water. His Lordship recapitulated the facts of the case, and stated that the evidence tended to prove that the plea of the prisoners was without foundation, and that the three men did actually mean to rob the woman, since one of the culprits had got away with some of the stolen property. The jury returned a unanimous verdict of guilty. In passing sentence His Lordship commented on the cowardly nature of the crime and the prisoners were sent to gaol for 3 years with hard labour and to receive 24 strokes with the birch in the first week of their imprisonment.

John Griffiths was then brought in for sentence. The Attorney General rose and requested the indulgence of his Lordship. He stated that the prisoner had been 13 years in the Royal Navy and had joined the R.N.R. in 1894. Of late he had given way to intemperate habits and, at the time the crime was committed, was literally smothered in drink. A moderate sentence would suffice, as the man loses his pension. His Lordship said that the charge was a very serious one and that Griffiths must have been sober when he trumped up the charge at the Magistrate. However, owing to prisoner's previous good record he would take a lenient view of the case and he sentenced accused to three months' imprisonment with hard labour.

The Court adjourned sine die.

THE "EMPRESS"—"KWANG TAI" COLLISION.

PROCEEDINGS IN ADMIRALTY.

Shanghai, 10th November.
Before His Honour Sir Hiram Shaw Wilkinson, Chief Justice and Commander Moore, P.N., H.M.S. Sirius, Naval Assessor.
The Imperial Chinese Government, the owners of the cruiser Kwang Tai, vs. the owners of the steamer Empress of India.

Mr. A. S. P. White Cooper and Mr. W. North Symonds appeared for the plaintiffs and Mr. E. H. Sharp, K.C., and Mr. W. A. C. Platt for the defendant company.

(Continued from yesterday.)
Mr. Arthur Greaves, cross-examined—Since the collision the Empress had been to Vancouver and back with the same officers. On the night of the collision he left the bridge to make his usual rounds. He walked around for about twenty minutes. He was sure of the time as he looked at his watch. He then made the entry "rounds correct" in the log book. It was hearing the order to starboard which brought him out on the bridge. He had not been on the bridge before that. Mr. Davis saw the junk before he did. He was still of opinion that the junk was nearly half a mile off. He was watching the junk. He also saw the Kwangtai for a minute before the collision occurred. The bow-sprit of the Kwangtai was what is known as a flying bowsprit. He did not take the trouble

to see whether there was a jib boom to the Kwangtai. He may have mentioned the matter to somebody that night; since that time he had certainly done so. The Kwangtai struck at an angle of 45 degrees. Asked as to whether he knew the Kwangtai had a ram and as to why she did not ram the Empress, he said it would be necessary for her to run into her at an angle of 45 degrees. His vessel was struck with a glancing blow. In the neighbourhood of Swatow there are always a good many junks about; he noticed a good many about the night in question; some of them were lighted and some were not. Although he was not quite certain, he thought he saw the junk about four or five minutes before the collision, but he was not quite certain. The distance would be about two thousand four hundred yards, but he was not quite certain. He knew the course—true—the Empress was steering. That would be S. 69 W. Then he saw a steamer on his starboard bow about three points. She was altering her course to starboard, broadening out from the bow. He could ascertain this by the way she was standing out further to the west. He did not take any bearings for the stern light. He distinctly saw the vessel with his naked eye; she was not very close. After going his rounds when he first saw the Kwangtai, he thought his vessel would be about three quarters of a mile off. He had never ascertained how long it took to stop the Empress' engines; he had done so on other vessels but not on the Empress.

By his Lordship—He went straight into the chart-house after making his rounds; when he came out he saw the cruiser and the junk; the cruiser appeared to be widening out at that time. The order was then given to starboard. The vessel then widened out about four points, certainly not more. By widening out he meant that her stern lights were getting more on the bow. He noticed she was beginning to alter her course as she drew nearer. She kept her bearing for about four points. It could plainly be seen that she had a ram. At this point, it was ascertained that she had three masts.

By his Lordship—What about the lights?—He saw the masthead lights; that was after the order had been given of "full speed ahead." At that time he was standing amidships; then he went over to the starboard side. He altered his course when he came on the bridge. He ascertained it by looking at the compass. He was looking at the compass just before the order was given to starboard and before she began to swing. The order was "starboard hard a starboard." It was the duty of the junior officer to report to the senior officer what course should be put down on the log. Knowing already that she had been steering S. 64 W., the course was altered at 11.38 in the log-book.

By his Lordship—Who made that entry?—Witness: He did at about 11.40 when he was in the chart-room. Mr. Davis told him the course had been altered when he came in from his rounds. He then looked at the compass and verified it. The vessel was swinging to port about 6 to 7 degrees when he looked at the compass.

By his Lordship—Did you see by the standard compass that the vessel was heading S. 69—Witness could not swear to it, but he was of the opinion that it was within a degree or two of the course.

Mr. H. T. Richardson, duly sworn, said he was a certificated chief engineer, a senior engineer of the R. N. R. and a member of the Institute of Marine Engineers. He had been a certificated chief engineer for about 20 years. He was the superintendent engineer at Hongkong for the Canadian Pacific Company's steamers. He remembered the Empress arriving in Hongkong after the collision. He saw the damage and made a cursory examination and gave orders for the repairs to be made. The Empress was then lying at the company's buoy. He called in Lloyd's surveyor to make an official examination of the damage. All the damage done above the waterline was then surveyed. The vessel was docked three days after arrival; the survey below was then completed. The plan now produced is one specially drawn to show the whole of the damage to the starboard part of the ship, and is perfectly correct. The plan produced is based on actual measurements taken on board the ship. The damage consisted in thirteen indentations on the plates forward. There was also other considerable damage done and which was marked in yellow on the plan. This was damage to the bulwark plating. Slightly under the water line, and a little to the rear is another indentation about five feet under the water line. Right amidships there is a plate stove in. The two plates marked yellow on the plan had been taken out. The plan now produced was not drawn by him, but had been marked by him. In his opinion the damage was caused by the ram. All four plates were badly damaged. Two of the plates had been bent back at right angles. They were bent in the same direction. The first blow of the propeller was not necessarily the most severe. He considered that a slight blow was the first cause of injury. The ships were under a different helm, and in his opinion the ram caused the damage. The real point of the collision was under the bridge. The Empress had been docked nine weeks prior to the accident. He could not say that that these indentations were not made then. Had the engine been going full speed ahead the four plates would have been very badly damaged.

Mr. Newman Marshall was next called. He was late registrar of Lloyd's in Hongkong, he has been surveyor to Lloyd's Register in other places. When the Empress arrived in Hongkong he surveyed her to ascertain the damage done. He surveyed the under part when she was in dock. She was open to the inspection of anyone. When he made the survey, Mr. Richardson was with him. A full written report of the damage was made. The plates appeared to have been deformed by some blunt body; damage was done to the bulwark plating; one plate was very badly deformed. It was caused by a very severe blow, two frames ahead of the saloon was also bent; three indented plates were found below the waterline. The damage in his opinion was caused by a hard blow. Immediately above the main deck a plate is fractured. In his opinion the sponson would have caused the injury. Four frames were also bent in and two slightly bent. The plates coloured yellow on the diagram were repaired on board the ship; those coloured in blue were repaired from the shore.

By his Lordship—There was nothing to indicate that the damage was caused by the other vessel coming alongside. The damage might have been caused by a bilge keelson. He did not consider the anchor caused the dent. Had the collision occurred as suggested he would expect to find the Empress considerably more damaged. He could not tell where the body that struck the vessel came from.

John Dalrymple, quartermaster of the Empress of India, duly sworn, stated that he was in the employ of the Company for nearly four years; he belonged to the Royal Naval Reserve. He had been fourteen years at sea. His watch, on the night of the collision, was from 8 to 12. The course steered was S. 65 W. by the compass.

pass. He continued on that course for ten minutes before the collision. He heard a report made but could not say what it was. However, he heard an answer from the bridge saying, "All right." Afterwards he received an order to starboard. He heard three orders given in quick succession, viz. (1) to resume his course (2) to starboard and (3) hard a starboard. What he did was to put this helm right a starboard. He heard the engine telegraph ring in the engine-room. He heard the Captain and Mr. Davis shout, "Why don't you stop? As far as he could see, no notice was taken of the shouting on the Kwangtai; he saw the two vessels come together, he was at the wheel at the time. After the collision he went in the second boat to the Kwangtai. He was in a boat when the Kwangtai sank; it was empty and there was plenty of room for everyone to get in. He could not tell what time it was. He heard a report from the crew's nest and then an order to keep the vessel hard a starboard. He kept on that route for a minute or perhaps two. The vessel answered her helm very quickly. He had steered for a long time on board the Empress. He took a careful note of how the collision happened; it was not compatible with his duty to watch the collision.

By his Lordship: He did not see any lights before the collision. He did not see any junk. He had been steering straight on from the time of the collision. Thomas Roberts, quartermaster on board the Empress, said he had been employed on board that steamer for three years. He had been 35 years at sea. On the night of the collision his watch was from 8 to 12. At the commencement of his watch he was standing at the wheel. He heard a report from the crew's nest that there was a light ahead. Then he saw the lights himself. The light was bearing straight ahead. Mr. Davies then gave the order to starboard half a point. The junk was then three quarters of a mile distant. He saw the Kwangtai right on the starboard helm. He heard Captain Marshall say where they were going and why they did not port their helm; he heard no answer.

The magazine was filling with water. He tried to get into the magazine but could not, as there was too much water. That compartment was ten feet square. The pumps were set to work. They were too hand pumps. They could not open the door of the magazine as the force of the water was too great against it. Finally it was broken open, but it was impossible to get inside as there was too much water inside.

His Lordship here called navigating Lieutenant Cheng, and said: I think you told us that your deviation chart was made up in Shanghai and the error you discovered was 5° W.S.W. That card was in your chart-room when you left Woosung. Did you consider it necessary to further test your deviation as you came down the coast?—No.

By his Lordship: When was it that the vessel was swung for deviation?—The deviation table was made on the 18th day of the 6th moon. The date of the collision was the 15th. The vessel was swung near the Custom House at Woosung.

By his Lordship—He left Woosung on the 19th. His vessel lay at Woosung. The deviation table was made up two months ago. The vessel was inside the Woosung Bar; i.e., inside the outer bar, below the Custom House. Japanese coal was being burned; the smoke was blowing a little to the starboard quarter.

Mr. White Cooper—It has been stated in the papers how the Captain was drowned; in my statement I have said he was carried down with the vessel, and in order to make this point quite clear to the Court, I should like to prove it. At first it was said that the Captain had committed suicide.

(To be continued.)

Intimation.

THE ROBINSON PIANO Co., Ltd.

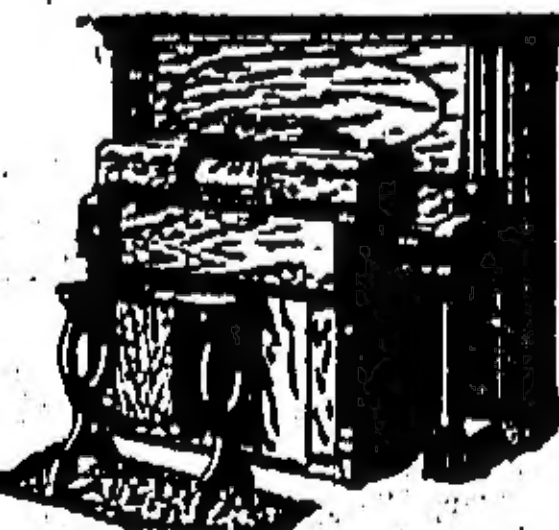
NOTE.

ENTIRELY NEW STOCK ARRIVING.
SPECIALLY AND MOST CAREFULLY CHOSEN BY OUR MR. ROBINSON, NOW IN EUROPE.

GREAT REDUCTIONS

In our present stock of Pianos and Musical Goods.

Our NEW MUSIC STOCK has arrived.



THE APOLLO MASTER PIANO PLAYER

THE BEST OF ALL.

THREE STYLES: PRICE FROM \$450 UP.

PATTI ENDORSES THE APOLLO.

Adelina Patti (Baroness Cederstrom) has given another great testimonial to the Apollo Piano-player. She was so delighted with the instrument that she purchased by her last year that this second testimonial is even stronger than the first one that she gave.

Mme. Patti says that "the Apollo never has given her the slightest trouble and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen."

Hongkong, 20th October, 1903. [13250]

Masonic.

VICTORIA LODGE,
No. 1026, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, TO-MORROW, the 21st instant, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 20th November, 1903. [13836]

Auctions.

PUBLIC AUCTION
OF
JAPANESE FINE ART CURIOS
AND
EMBROIDERIES.
WITHOUT RESERVE.

THE Undersigned has received instructions from Mr. S. NOMURA, the well-known collector of Kioto, to sell by

PUBLIC AUCTION,
TO-MORROW,
SATURDAY, the 21st November, 1903,
AND
MONDAY,
the 23rd November, 1903,

commencing each day at 2.30 P.M., at his Sales Rooms, Duddell Street,
A MAGNIFICENT COLLECTION OF JAPANESE ART CURIOS AND EMBROIDERIES,
Comprising—
OLD AND NEW SATSUMA VASES and JARS, &c.,
OLD BRONZES and SILVER MOUNTED CLOISONNES, CUT VELVET PICTURES and WATER COLOURS, VERY FINE GOLD LACQUER (old Indos with carved nezukis and jewel boxes),
RICHLY EMBROIDERED SCREENS and KIMONOS;
AND
A Large Variety of beautifully EMBROIDERED SILK HANGINGS and OLD TEMPLE BROCADES.

TERMS—As usual.
Catalogues will be issued.
On View from Thursday, the 19th November
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 20th November, 1903. [13736]



PUBLIC AUCTION.

THE Undersigned has received instructions to sell by

PUBLIC AUCTION,
on
WEDNESDAY,
the 25th November, 1903, at 10 A.M.,
at
H.M. NAVAL YARD,
SUNDRY NAVAL OBSOLETE AND CONDEMNED STORES,

Comprising—
Boat's Boiler (about 40 H.P.),
Old Brass, Copper, Iron, Paper Stuff, Rags, Canvas, Clothing, Implements, &c., &c.,
Catalogues will be issued.

TERMS OF SALE—As customary.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 19th November, 1903. [13896]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by

PUBLIC AUCTION,
on
MONDAY,
the 23rd November, 1903, at Noon, at the Wardley Street Wharf,

The Steam-launches
"LEUNG SHING"
AND
"LEE CHOY."

The Leung Shing "Rising Star" was built in 1891, of Teak with Steel Frames, by the Hongkong and Whampoa Dock Company, and the Lee Choy was built in 1902, of Teak and Wood Frames, by Chinese Boat-Builders.

PARTICULARS OF THE LAUNCHES.
LEUNG SHING (RISING STAR).

HULL:
Length, over all 81 ft. 0 in.
" between perpendiculars 85 ft. 0 in.
Breadth at main deck 13 ft. 0 in.
" at water deck 13 ft. 5 in.
Depth moulded 6 ft. 9 in.
Passenger accommodation 118

ENGINES:
Diameter of H. P. Cylinder 10 in.
" of L. P. 20 in.
Stroke 20 in.

BOILER:
Length 7 ft.
Diameter 8 ft.
Pressure 120 lbs.

LEE CHOY.
Length 65 ft.
Breadth 12 ft.
Depth 6 ft.
Engines 7 by 14 ft.
Boiler 5 ft. by 6 ft.
Pressure 120 lbs.

The Steam-launches can be inspected from this date within the Breakwater in Causeway Bay.

TERMS—As usual.
For further particulars, apply to
HUGHES & HOUGH,
Auctioneers,
Hongkong, 19th November, 1903. [13926]

MADAM FLINT & CO.

BEG TO ANNOUNCE

THAT THEIR

DRESSMAKER

HAS ARRIVED FROM PARIS.

NEW GOODS FOR THE SEASON

will arrive by the "Himalaya," on

SATURDAY, the 21st instant.

Hongkong, 17th November, 1903. [13250]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HIROSHIMA MARU	MOJI, KOBE and YOKOHAMA	FRIDAY, 27th Nov., at Daylight.
SADO MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 28th Nov., at Daylight.
IZUMI MARU	BOMBAY, VIA PORTS	SATURDAY, 28th Nov., at 4 P.M.
SHIMANO MARU*	VICTORIA, B.C., and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	SATURDAY, 28th Nov., at 4 P.M.
BOMBAY MARU	BOMBAY, VIA SINGAPORE AND COLOMBO	TUESDAY, 1st December, at Noon.
YAWATA MARU	NAGASAKI, KOBE and YOKOHAMA	WEDNESDAY, 2nd Dec., at Noon.

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamship Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,

Manager.

Hongkong, 20th November, 1903.

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1903-04.
Olympia*	2,837	A. Dixon	Nov. 25
Tacoma*	2,812	M. Ridley	Dec. 15
Victoria*	3,502	J. Truebridge	Dec. 19
Trenton*	9,608	T. W. Garlick	Dec. 24
Lyral	4,417	G. V. Williams	Jan. 21
Shawmut	9,608	W. M. Smith	Feb. 20

* Cargo only.

Steamers marked (*) have no second-class passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & CO., LIMITED,
General Agents,
Hongkong, 16th November, 1903. [1874d]

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table d'Hotel at Separate Tables.

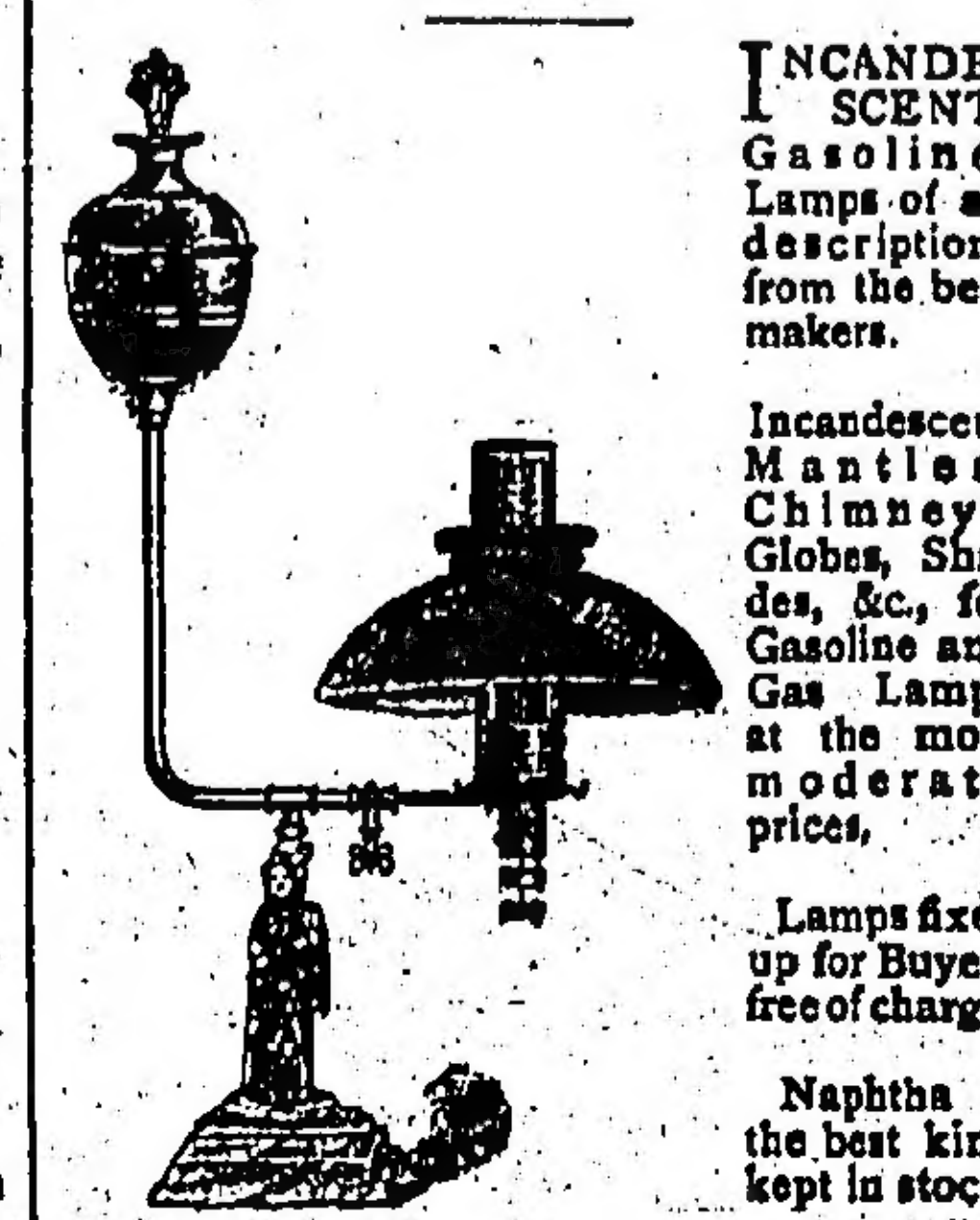
For Terms, &c., apply to the

MANAGER.

Hongkong, 23rd October, 1903. [1110d]

For Sale.

FOR SALE.



INCANDESCENT
LAMP
GASOLINE
LAMP
Lamps of all descriptions from the best makers.

Incandescent Mantles, Chimneys, Globes, Shades, &c., for Gasoline and Gas Lamps at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace,

Hongkong, 17th November, 1903. [13736]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, LONDON AND LONDON.

(Through Bills of Lading issued for BATAVIA, FERNAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"MALTA,"
Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for BOMBAY, TO-MORROW, the 21st instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Teak for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 20th November, 1903. [14]

Insurances.

NEW ZEALAND INSURANCE COMPANY.

FIRE AND MARINE.

ESTABLISHED 1859.

CAPITAL £1,000,000.

HAVING been appointed AGENTS for the above Company, we are prepared to issue Policies of Insurance at Current Rates.

REISS & CO.,
Agents,
Hongkong, 5th November, 1903. [13296]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.
Hankow 28

Announcements.



A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF

GENERATED - -
- - WATERS.

THE WATER we use is THE
PUREST that can be obtained, and is
skillfully Filtered on the most scientific
principles.

THE MACHINERY employed is of
the latest design and most approved
type.

THE BEST INGREDIENTS only
are used,

GUARANTEEING
ABSOLUTE
PURITY.

ENGLISH EXPERTS
Manage our Factories, and their
practical knowledge and constant
supervision enable us to produce
waters of unrivalled excellence and
purity.

A. S. WATSON & CO.,

LIMITED,

ESTABLISHED 1841.

TELEPHONE NO. 245.
CABLE ADDRESS: "ACHIEVE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A GHEE & CO.,
祥利廣

TEMPORARY STORE:

ST FLOOR, 12, QUEEN'S ROAD,
(above Messrs. H. Price & Co.)

CHRISTMAS & NEW YEAR CARDS.

FURNITURE
DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.

ASTOR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 29th August, 1903. [728d]

CARMICHAEL AND
CLARKE,

CONSULTING ENGINEERS AND
SHIPBUILDERS,

SURVEYORS, AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. Code, 4th Edition.

A. B. C. Code.

Telephone, 232.

Hongkong, 20th March, 1903. [1355e]

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

NOTICE.
All communications intended for publication in
the "HONGKONG TELEGRAPH" should be
addressed to the Editor, 1, Ice House Road, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to the Manager.
The Editor will not be responsible for any
return of MSS. not to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$10 per annum.
WEEKLY—\$3 per annum.
The rates per quarter and per annum, proportional.
The daily issue is delivered free when the address is
accessible to messenger. On copies sent by post an
additional \$1.50 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-
five cents.

The Hongkong Telegraph

HONGKONG, FRIDAY, NOVEMBER 20, 1903.

THE BILLY BIT.

There are comparatively few who have
been in any way deceived as to the real
sentiments of the Chinese Court and Go-
vernment since the historic return to Peking
from the exile in Hsian, and there have
been many who have been fully aware that
behind all the ostensible courtesy and
hospitality lay an undying hatred and cunningly
devised schemes for revenge. These
schemes, evolved in crude and ignorant
minds, have perhaps been characterised by
a corresponding crudity as, for instance, the
old childish idea of driving the foreigners
into the sea is still maintained. As part
and parcel of this idea the desirability
of shifting the royal residence and seat
of Government to some rather less
accessible place has continually presented
itself. Any way the palaces at Hsian,
Kailfeng, and Paotingfu have ever since
1900 been kept more or less in a state
of preparation in case of emergencies arising.
There can be no question that the presence
of the large Legation Guards, and more
particularly the more extensive Legations
with their big guns always covering the
Palace and its approaches, has kept the
Court in a continuous tremor, and in
addition to all this, the for ever renewed
demand to throw Peking open as a Trading
Port has well nigh rendered the position
intolerable. The recently signed Treaties
stipulate for this latter concession only after
such time as the forces are withdrawn
from North China, and the guards from
the Legations, a sufficiently remote period
in Western estimation, to make the
contingency hardly worth serious con-
sideration at the present time. The
Chinese, however, hug the idea that the
time is now rapidly approaching when the
"evacuation" by the foreign troops may be
expected, and the opening of Peking, there-
fore, is a much more pressing possibility than
we can possibly regard it. It may be taken
as a foregone conclusion that if Peking ever
was opened it would cease to be the political
and Imperial capital, and if China ever does
consent so to open it, it will be on the
understood condition that the seat of Go-
vernment moves elsewhere. Of late a deeper
anxiety has been experienced in Court and
official circles because, instead of calmly
maturing plans for the destruction of the
powers, the Government have realized that
circumstances, in the guise of Russian ad-
vance, are gradually closing them in, and
they are confronted with the unpalatable
fact that whether they do so or not they
may be forced to leave Peking in the not
far distant future. There can be no ques-
tion that the past year has been one full
of very real difficulties to China, and with a
clear mind honestly bent on retrieving past
mistakes she might well have grown harassed
and weary in the maze of conflicting interests
around her. But added to all her foreign
complexities there has been this incessant
spirit of antagonism and scheming for re-
venge, none the less deep and real because
politically disguised beneath a mask of
smiling hospitality, and the condition of
affairs in Peking at the present time is little
short of chaotic. Intrigues and counter
intrigues are multiplying thick and fast, and
amid it all it is not to be wondered at if
some blundering fanatic betrays the under
current of malicious hatred by an indiscreet
previousness. Just now the wildest excite-
ment prevails in consequence of the Russian
doings at Moukden, and there is loud talk
of making a stand against Russia, but the
awakening comes too late.

LOCAL AND GENERAL.

A PARIS telegram of the 16th inst. to the
Cablenews states that M. Berthelet and M.
Berthelet, members of the Chamber of
Deputies, have fought a duel. Both escaped
unhurt.

We understand that the first batch of 21 sub-
scription griffins for the forthcoming race sea-
son will probably leave Shanghai on Tuesday
next. There are over 80 griffins expected at
various dates before the end of the month.

Mr. J. Keir Hardie, labor member for Merthyr
Tydvil, recently underwent an operation for
appendicitis, and is now progressing favourably.
The King inquired as to the condition of the
sufferer, and sent expression of his sympathy.

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

THE KAVKAS, St. Petersburg, announces the
discovery in the Russian village of Adishi of a
copy of the gospels written on parchment, and
dating from the year 957. It is believed to be
the most ancient in existence.

THE Sin Wan Pao gathers that the Authorities
of the Mint on the Board of Treasury have
decided to cause to have turned out silver coins
of five denominations of the respective values
of one tael, half a tael, twenty tael cents, ten
tael cents and five tael cents.

FULL reports of the Legislative Council meet-
ing, and various functions associated with the
departure of H. E. the Governor, together with
an extended and revised account of the open-
ing of the Canton-Fatshan railway will be
printed in our mail supplement, ready early
to-morrow morning.

THE King has approved the issue of letters
patent creating the Seychelles—hitherto a
dependency of Mauritius—a separate colony.
The formal ceremony of publication was
postponed until 7th inst. when Sir C. Bruce,
Governor of Mauritius, was to arrive Mr. E. B.
Sweet-Escott, the present administrator of the
group, will be the first governor of the new
colony.

THE Commonwealth Government is going to
issue a guide-book to British New Guinea, or
rather, the Territory of Papua, its new name.
In this publication the resources and potential-
ities of the place will be fully described. It is
to be extensively circulated in the United
Kingdom with a view to developing an interest
in Papua among capitalists and intending
emigrants.

TO-MORROW H. E. Sir Henry Blake will leave
Government House by the main gate in Albert
Road and proceed past the Government Offices
into and down Garden Road to Queen's Road
and thence across Queen's Road to the City
Hall. From the City Hall his Excellency will
pass down Queen's Road to Clock Tower and
through Pedder's Street to Blake Pier. The
Derbyshires will be drawn up as a guard of
honour.

THE demolition of the old Supreme Court
building at Penang is proceeding apace. The
appearance of the new Courts will be much
improved by it. Nature, says the *Penang*
Gazette, has been anything but kind to the
sculptured embellishments of the new Supreme
Court building. A short while back a hornet's
nest was built under the arm of the figure of
Justice, and now it is noted that the lion in the
Royal arms is suffering from the same complaint.

By kind permission of Major Radcliffe and
Officers of the Band of the 91st Burma Infantry
will play at the Hongkong Hotel, to-morrow
(Saturday) evening from 8 to 9.30 p.m.

HAND PROGRAMME.
March....."Mammoth".....Atterley.
Overture....."La Reine d'un Jour".....Adam.
Selection....."The Lady Slave".....Crock.
Song....."The Song you sang to me".....Molloy.
Selection....."Reminiscences of all nations".....Jeffries.
Valse....."Hazel and Greil".....Hickcock.
Mazurka....."La Contesse".....Tanslatur.
God save the King.

A TIENTSIN wire of November 11 says:—The
Russian troops are leaving Korea. It would
seem that Russia is following out a policy of
apparent abandonment of her advantages in
Korea. First she dismantled her fortress at
Yongampho; now she withdraws her soldiers.
According to a cable received at the Manila
consulate from an official source in Japan, the
Russians have fallen back from Korea into
Manchuria and war is not expected until the
spring. But, if peace is not ruptured before
then, by some unforeseen complication, it will
be ruptured then. Both Japan and Russia are
said to be actively continuing their prepara-
tions.

THE Russian soldiers at Antung and Ryong-
an are believed to be making preparations for
the defence of these places. Over 200 carts
were employed for a fortnight bringing pro-
visions, and munitions of war. Three transports
(vessels of from 600 tons to 1,500 tons) are dis-
charging large quantities of munitions of war
at Ryong-an at present. The Russian soldiers
in Manchuria use paper money in paying for
their supplies. The notes are depreciating in
value daily and the quotation to-day is far below
that of the Japanese notes. There is great
corruption amongst the Russian troops in Man-
churia. As an example, they ask for a receipt
for Yio for a payment of Yr. If it often happens
that even when they get this illegal receipt they
refuse to pay. Everywhere indignation is
expressed by the Chinese merchants. Russia
has already increased her troops at Ho-o-chen,
to 900 with a view to enforcing further inter-
ference in local affairs, since the removal of
Taotai Yuan. Russia intends to station 3,000
men there in the near future.—*Mainichi*.

FOOTBALL.

On Saturday afternoon, on the Happy Valley,
the Hongkong Football Club (Civilians) will
play the Garrison under Rugby rules. Kick-off
at four o'clock. The Club will play in Stripes.
The following will play for the Club:—
W. A. Crane, full back; K. A. Sclanders,
K. D. Harvey, T. E. Pearce, W. R. Robertson,
three-quarters; A. G. M. Fleicher, O. J. Barnes,
halves; A. Boyd, H. F. Chard, H. C. Sandford,
E. D. C. Wolfe, P. W. Goldring, P. S. Jamieson,
J. Richardson, A. N. Other, forwards.

The Hongkong Football Shield Committee
will shortly meet to arrange for the competition.
Clubs desiring to enter should do so at once.
Full particulars can be obtained by address-
ing:—H. F. Chard, Esq., Honorary Secretary,
Football Competition, the Chartered Bank,
Ho-kong.

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

HONGKONG CIVIL SERVANTS

ADDRESS TO H.E. THE GOVERNOR.

The Chief Justice, Sir W. M. Goodman, on
behalf of the Civil Servants of Hongkong,
attended at Government House this afternoon,
and, in the presence of a large gathering of
officials and others, presented H.E. Sir H. A.
Blake with an illuminated address, signed by
the servants in Government offices. There
were present, in addition to Sir Henry
and Lady Blake, Sir John Keane, A.D.C., and
Sir W. M. Goodman, Mr. A. G. Wise, Hon.
F. H. May, Hon. H. S. Berkeley, Hon. W.
Chatham, Hon. A. W. Brewin, Hon. L. A. M.
Johnston, Hon. Basil Taylor, Hon. Dr.
Atkinson, Dr. Pearce, Dr. H. H. H. Anderson,
Dr. T. Bateson Wright, Messrs. C. Mc Messer,
S. B. C. Ross, H. P. Hooker, R. F. Johnson,
C. Clement, G. A. Woodcock, A. S. Seth, Bruce-
Shepherd, J. Henson, H. J. Baker, Jones, and
the many other Civil Servants, besides a large
number of ladies.

Sir William Goodman assured H.E. of the
sincerity with which they regretted his depar-
ture, and said they felt they were not only
losing an able Governor, but a wise and
sympathetic friend (Applause). He afterwards
handed him the address, enclosed in a beautifully
carved blackwood case, bearing the following
inscription on a silver shield "Presented to
H.E. Sir Henry Arthur Blake, G.C.M.G., by the
Civil Servants of Hongkong, on his departure
for Ceylon, November, 1903."

H.E., in thanking them for their kind ex-
pressions of regret, said he had no hesitation in
saying that nobody of public servants in the
wide empire of the crown had done it more
faithfully than that in Hongkong. He
personally thanked them for the thoroughness
of their work which had made his easy and
pleasant, and which would, he hoped, be
brought to them in future a due reward
for public services faithfully and efficiently
performed. The instinct of hard work was
amongst them and fair criticism ought not to
be unwelcome or disregarded. They had the
good fortune of having a press, which he had
no hesitation in saying, was not alone indepen-
dent but as fair a press as he had known in any
colony. Its standard was high and it was
absolutely free from that scurrility and per-
sonality that he had seen now and again elsewhere
(Applause). It was a great satisfaction to him
to know that in departing from Hongkong he
had left some good men amongst them, whose
names would be well known in the future. On
behalf of Lady Blake and himself, he thanked
them most warmly for their kindness, which
was most heartily reciprocated. He wished
them every prosperity in the future (Applause).

The following is the text of the address:—
To His Excellency SIR HENRY ARTHUR BLAKE,
G.C.M.G., Governor and Commander-in-
Chief of the Colony of Hongkong and its
Dependencies, and Vice-Admiral of the
same.

May it please Your Excellency,—Before
Your Excellency leaves this Colony to take up
the important appointment which His Majesty
the King has been pleased to confer upon you,
it is the desire of those who have served under
you in Hongkong to express their regret at the
prospect of your early departure, and the high
respect and admiration which they have learned
to feel for Your Excellency. All sections of
the community must be aware that since your
arrival in this Colony in 1898, you have never
spared yourself in labouring for its welfare, but
none can know this so well as those who have
had the privilege of working under your direction.
The period of your administration has been
a momentous one in the history of the Colony,
and has had its special difficulties and anxieties.
Not only has Hongkong grown steadily in
wealth and prosperity, but its area has been
largely extended by the occupation of the New
Territory. With the advance of the Colony in
Imperial and Commercial importance, increased
responsibilities and new problems have
arisen, demanding from the Governor no small
measure of sagacity and administrative skill.
In our own endeavours conscientiously to per-
form our humble part in the increasing
labours of the Government, we have all been
cheered and encouraged by the knowledge
that the highest example of hard work, energy
and enthusiasm has been shown us by Your
Excellency; and at the same time we desire
gratefully to acknowledge the courtesy, con-
sideration and sympathy which you, as head
of the Civil Service, have invariably extended to
all its members. The Crown has already recog-
nised Your Excellency's administrative abilities
by conferring upon you the highest appoint-
ments in several of the colonies of the Empire.
In your administration of the Bahamas, New-
foundland and Jamaica, and here again in
Hongkong, Your Excellency has proved that
the Royal choice could have fallen on none
worthier or better fitted to carry on the high
traditions of British justice, integrity, impar-
tiality, and earnestness which, no less than in
the mother-country, are so proudly cherished
in the King's Dominions beyond the Seas.
The experience gained by Your Excellency
during so long a period and in so many
Colonies has added year by year to the value of
your services. It was therefore with great
satisfaction that we, the Civil Servants in this
Colony, learned that His Majesty had selected
you to be Governor of the Colony of Ceylon,
one of the fairest as it is one of the most
important of all His Majesty's possessions.
We feel confident that Your Excellency's
term of administration in Ceylon will be accom-
panied by the uniform success which has
attended your administration of four other
Colonies and the Civil Service of Hongkong,
while regretfully taking leave of a Head of
whom it has the highest regard, congratulate
the sister-service in Ceylon on its acquisition
of so capable, just and considerate a Governor.
In conclusion, we desire to express our heart-
felt wish that, not only in Ceylon but elsewhere,
Good Health, Prosperity and Happiness may
long be granted both to Your Excellency and
Lady Blake.

We have the honour to subscribe ourselves
Your Excellency's
Most obedient humble servants,
[Here follow signatures]

SIR HENRY AND THE
VOLUNTEERS.

As we are going to press H. E. the Governor
is inspecting the Hongkong Volunteer Corps.
The members paraded, in their khaki dress,
with white helmets, putties, carbines and side
arms at 4.45 p.m., under the command of Major
C. G. Pritchard, commandant of the Corps.

THE CHINA TRADERS INSUR-
ANCE CO., LD.

The report for presentation to the share-
holders at the thirty-seventh ordinary meeting
is held on Tuesday, the 8th December, 1903,
at 10 a.m. is as follows:—

The directors have now to lay before the
shareholders the accompanying statement of
accounts for the year ended 30th April last.
The net premium amount to \$1,515,874 72, and
the Working Account shows a balance at
credit of \$491,976 38, which sum the directors
recommend be appropriated in the following
manner:—

A dividend of 16 per cent. to share-
holders (\$4 per share)\$ 96,000.00
A dividend of 15 per cent. on bonus-
bearing contributions, (payable to
contributors whether shareholders
or not) 110,000.00
Balance to Underwriting Suspense
Account 285,976.38
\$491,976 38

DIRECTORS.
Mr. A. Haupt, retired from the Board during
the year; Mr. C. Michelau accepted the invita-
tion of the directors to fill the vacancy, and his
appointment will be submitted for the confirma-
tion of shareholders.

Messrs. E. Goetz and C. Michelau retire by
rotation, and offer themselves for re-election.

SECRETARY.
The directors record with deep regret the
enforced retirement—owing to a complete
break-down in health at the close of last year—
of Mr. W. H. Ray, who had been in the service
of the Company for 33 years, and for 28 years its
secretary. In view of Mr. Ray's long and valued
services, the directors decided to grant him a
retiring allowance of £900 per annum.

Mr. James Whittall has been appointed to
fill the vacant post.

AUDITORS.
The annexed accounts have been audited by
Messrs. H. U. Jeffries and W. H. Potts, the
latter replacing Mr. T. Arnold during his
absence on leave. Messrs. Arnold and Jeffries
offer themselves for re-election.

E. GOETZ, Chairman.

Hongkong, 17th November, 1903.

STATEMENT OF ACCOUNT.
For the Year ending 30th April, 1903.

ASSETS.	
Cash in hand	\$53,046.52
Fixed deposits with Banks in Hongkong	350,000.00
Invested in Mortgages of Properties in Hongkong \$620,000.00 in Shanghai 106,073.04	726,073.04
Bonds of Chinese Imperial Govern- ment Loan, 1886, 122 Bonds @ Tls. 250=Tls. 30,500	39,321.19
Hongkong & Kowloon Wharf and Godown Co., Ltd., Debentures Shanghai Waterworks Co., Ltd., Debentures	150,000.00 5,479.45
London Branch:— Cash in hand and in course of collection	\$104,551.29
Indian Government Securities	364,726.23
Consols	49,250.00
Fixed Deposits with Banks	330,000.00
Leasehold Property, 73 Cornhill	25,000.00
	873,527.54
Australasian Branches:— Cash in hand, in course of collec- tion, and on Fixed Deposit	149,848.04
Shanghai Branch:— Cash in hand, in course of collec- tion, and on Fixed Deposit	86,608.20
Yokohama Branch:— Cash in hand, in course of collec- tion, and on Fixed Deposit	49,891.51
Interest accrued, but not yet payable	5,849.87
Furniture at Head Office and Branches	7,550.32
Sundry Debtors	47,079.63
	\$2,544,275.31

LIABILITIES.	
Capital subscribed \$2,000,000.00 Paid up \$25 on 24,000 shares	\$600,000.00
Reserve Fund	900,000.00
Dividends Outstanding	13,463.53
Exchange Fluctuation Account	151,992.40
Reinsurance Fund	322,138.39
Underwriting Suspense Account	45,366.33
Sundry Creditors	1,338.31
Balance of Working Account	491,976.38
	\$2,544,275.31

WORKING ACCOUNT.	
To losses	\$1,060,267.69
„ charges, survey fees, &c.	225,186.62
„ directors' and auditors' fees at head office and branches	19,352.77
„ exchange	46,367.51
„ balance	491,976.38
	\$1,843,151.04
By premia, less re-insurances, return premium and commissions	\$1,515,874.72
„ interest	108,502.23
„ transfer fees	105.00
„ amount brought forward from last year	218,690.09
	\$1,843,151.04

RESERVE FUND.

To balance on 31st October, 1903, \$900,000.00
By balance on 30th September, 1902, \$900,000.00
\$900,000.00

Hongkong, 31st October, 1903.
JAMES WHITTALL,
Secretary.
Sterling exchange taken at 2 1/2 per dollar.
We have compared the above statements with
the books, vouchers, and securities of the Com-
pany, and found the same correct.
H. U. JEFFRIES, W. H. POTTS, Auditors.

THE QUEEN OF ITALY'S
BIRTHDAY.

The men-of-war in port dressed ship, and
fired a salute at midday in honour of Queen
Helena of Italy, whose birthday is to-day. All
Italians are immensely proud of their young
and beautiful Queen who is generally consid-
ered to be the best looking of existing royal
consorts. Her Majesty is a daughter of Prince
Nicholas, Lord of the Black Mountain, ruler of
that romantic little principality, Montenegro.
The *Calabria*, 3rd class Italian cruiser, 2,200
tons displacement, in command of Captain
Cartagha Francesco, arrived in the harbour this
morning, coming from Shanghai, and exchanged
salutes with the *Tamar*. The *Calabria*
made a particularly fine display in bunting in
honour of the occasion.

CRICKET.

CRAIGINGOWER C. C. V. "TAMAR," G. C.

The above Clubs will meet in a league game
to-morrow at 2.15 p.m. The following will
play for Craigingower:—A. O. Brown, R. Bass,
J. D. Kinnaird, E. R. Heron, T. L. Cross, J.
P. Jordan, L. E. Lammert, J. L. Stuart, R.
Pestonji, L. A. Rose and F. Rapp.

THE DAIRY FARM CO., LD.

The seventh annual meeting of shareholders
of this company was held yesterday afternoon
at the company's offices, Wyndham Street.
Present Dr. J. W. Noble, chairman, Messrs. F.
Maitland and E. H. Hinds, Directors, A. Steven-
son, Ling Wong, J. Walker, Manager, and S.
A. Seth, Secretary.

The Chairman said:—Gentlemen, the report
and accounts have now been in your possession
for some days, and I will therefore, with your
permission, take them as read. The directors
are pleased at being able to present to you so
satisfactory a statement of the past year's work-
ing. This satisfactory result is very largely due
to the absence of any serious outbreak of disease
during the period under review—a blessing
which (if you had been as long associated with
this Company as I have) you will not fail to be
thankful for. Our herd is at present in excel-
lent health and condition, and we are continu-
ally importing young stock of pure bred from
England, America, and Australia, so as to im-
prove and make it as perfect as possible, and
thus make the milk, rich as it is, richer still.
We can assure you that at the present moment
we believe you possess a herd, the quality and
quantity of which is unsurpassed by any dairy
in the East. We trust our policy of substantial-
ly writing down the value of our cattle will com-
mend itself to you, as it is an almost unvarying
necessity when dealing with live stock. With
the addition of the \$2,000 now proposed to be
added to reserve, this fund will stand at \$20,000,
and we hope, as time goes on to continue add-
ing to this fund. The rapid growth of the
population in Kowloon, has induced your
directors to open a depot there for the sale of
milk and dairy products generally. For this
purpose we have leased No. 57 Elgin Road,
and we have no doubt this new departure will
be greatly appreciated by all Kowloon residents,
as well as increase our revenue. We are now
in a position to offer sterilized milk in large or
small quantities to all those requiring milk so
treated. It is intended for the use of young
children or invalids, and for those who prefer
pure fresh milk on long voyages—this milk, as
you all know, will keep sweet for an indefinite
period, the sterilizing process destroys all germs
the milk may contain. The price of foodstuffs,
we are sorry to say, still continues high, and
shows indications of advancing still further.
The same might be said of wages. Before
moving the adoption of the report and accounts,
I shall be glad to answer any questions regard-
ing the same to the best of my ability.

There being no questions,
The Chairman proposed that the report and
accounts be adopted and passed.

Mr. J. Walker seconded the motion, which
was carried unanimously.

The Chairman proposed that the retiring
directors, Mr. F. Maitland and Mr. E. H.
Hinds, be re-elected.

Mr. J. Walker seconded and the motion was
carried unanimously.

Mr. Stevenson proposed, and Mr. Ling
Wong seconded, that Mr. Hutton Potts be
re-elected auditor.

SHIPPING AND MAILS.

MAILS DUE.
Indian (*Laisant*) 23rd inst.
Canadian (*Empress of Japan*) 24th inst.
German (*Kainur*) 25th inst.
German (*Kainur*) 25th inst.
American (*Coptic*) 27th inst.
Tacoma (*Tacoma*) 4th prox.
French (*Austrian*) 8th prox.
American (*America*) 8th prox.

The Silk-ex N. P. S. Co.'s s.s. *Victoria*

Shipping.

ARRIVALS.
 Calabria, Italian cruiser, 2,400 Francesco, 19th Nov., Shanghai 12th Nov.
 Arnold Luyken, Ger. s.s., 1,095, Ueberfeldt, 19th Nov., Tulo Semblin 8th Nov., Case Oil—E. A. T. Co.
 Undine, Norw. s.s., 1,017, Torbjørgsen, 19th Nov., Moji 14th Nov., Coal—Order.
 Haktan, Br. s.s., 1,181, Roach, 20th Nov., Foochow 17th Nov., Amoy 18th, and Swatow 19th, Gen.—D. L. & Co.
 Eastern, Br. s.s., 3,600, Ellis, 20th Nov., Melbourne 21st Oct., Sydney 20th, and Manila 17th Nov., Gen.—G. L. & Co.
 Loongmoon, Ger. s.s., 1,245, Schultz, 20th Nov., Canton 19th Nov., Gen.—S. & Co.
 Meeloo, Ch. s.s., 1,321, Whitelaw, 20th Nov., Canton 19th Nov., Gen.—C. M. S. N. Co.
 Malta, Br. s.s., 3,903, Daniel, 20th Nov., Shanghai 18th Nov., Mails and Gen.—P. & O. S. N. Co.
 Chwanshan, Br. s.s., 1,285, Jenkins, 20th Nov., Samarang 10th Nov., Gen.—B. & Co.
 Hanoi, Fr. s.s., 739, Merlees, 20th Nov., Haiphong and Hoilow 19th Nov., Gen.—A. R. M.
 Tyr, Nor. s.s., 1,418, Danielsen, 20th Nov., Canton 19th Nov., Coal—E. A. T. Co.

Clearances at the Harbour Office.
 Tyr, for Hongkong.
 Hokkaido Maru, for Manila.
 Wingchow for Singapore.
 Hupoh, for Cebu.
 Pak Kong, for Macao.
 Loongmoon, for Shanghai.
 Uland, for Kura-su.
 Zafro, for Manila.
 Wingchit, for Macao.
 Holstein, for Hongkong.

Departures.
 Taishu Maru, for Japan.
 Haiman, for Coast Ports.
 Argentinia, for Shanghai.
 Sabine Rickmers, for Amoy.
 Woonung, for Canton.
 Hokkaido Maru, for Manila.
 Hong Bee, for Amoy.
 Borneo, for Kudat.
 Arnold Luyken, for Tientsin.
 Whampoa, for Swatow.
 Hupoh, for Hoilow.
 Wingchow, for Singapore.

Passengers arrived.
 Per Eastern, from Australian Ports—Mrs. Macdonald, Master Macdonald, Capt. and Mrs. P. H. Rolfe and 2 children, Miss A. M. Underwood, Miss E. A. Day, Mrs. J. Patterson and 2 children, Miss M. Ampur, Messrs. Gilkison, J. S. Gibson, T. Wilson, W. E. Marsh, Dr. P. Parr, Miss Parr, Mrs. Goodchild and infant, Miss J. Wright, Misses Boulter, Boyd, E. Burton, 2 Europeans, 100 Chinese and 9 Indians.
 Per Malta, for Hongkong from Yokohama—Mr. Ah Yow, from Kobe—Messrs. H. D. Shallard, F. Andrews, and Miss Andrews. From Shanghai—General and Mrs. Winslow and maid, Mrs. Thompson and maid, Mr. C. E. Tuck and native servant, Hon. A. M. Thomson, Rev. H. V. Norris, Miss Bolton, Mr. and Mrs. Scull, Messrs. A. Simon, Hartman, Mr. and Mrs. H. Gedge, Messrs. E. H. Sharp, Pelling, D. Gillard, L. C. Pearce, W. G. Hook, O. Mordhurst, C. S. Champness, Bastien and 1 assistant. From Kobe for Singapore—Mrs. Abell. From Shanghai for Bombay—Mr. R. Vickagee. For London—Misses B. F. Frazer, H. Clayton, C. V. Cornford, H. W. Dowling, Jew, B. H. Pearson, Lieut. Grant Duff, R.M., and Mr. J. B. Okolovitch.

Passengers departed.
 Per Tamsa Maru, for Japan—Bishop and Mrs. Foss, Master Foss, Rev. W. Gurney, Capt. T. Shidzuma, Mrs. and Miss A. Nazro, Mr. and Mrs. K. Okura, Misses Tomlinson, Greenough, Misses F. Okabe and S. Okabe, Messrs. W. S. Patenden, Fung Hing, Chan Pak Yue, Emil Mauthner, D. Obata, C. J. Davidson, N. F. Nonwetter, S. Okabe, T. Okabe, S. Kikuda, U. Kimura, R. Naoki, S. Hattori, Chiu Pak Hing, Yee Chung Ng, Lui Yut Sing, Chan Chi On, Leung Sun Me, and 12 Japanese. For San Francisco via Japan—Mr. T. M. McLaughlin.
 Per Eastern, from Australian Ports—Mrs. Macdonald, Master Macdonald, Capt. and Mrs. P. H. Rolfe and 2 children, Miss A. M. Underwood, Miss E. A. Day, Mrs. J. Patterson and 2 children, Miss M. Ampur, Messrs. Gilkison, J. S. Gibson, T. Wilson, W. E. Marsh, Dr. P. Parr, Miss Parr, Mrs. Goodchild and infant, Miss J. Wright, Misses Boulter, Boyd, E. Burton, 2 Europeans, 100 Chinese and 9 Indians.

Shipping Reports.
 Str. Haktan from Foochow:—Moderate to strong monsoon with moderate sea.
 Str. Eastern from Melbourne:—Left Sydney on 19th ult. Calls were made at the usual Queensland ports, experienced variable winds, with fine weather to Port Darwin, thence to Manila N.W. winds and fine weather, Manila was left on 17th inst. at 4 p.m., and moderate N.E. monsoon was experienced during latter end of the voyage. On the 11th inst. the bark Elizabeth Nicholson was spoken in Lat. 4° 29' S. Long. 127° 44' E., and the I.M.S. Karuga Maru bound for Australia off Limbe Island on the 12th.

Steamers Expected.

Steamers Expected.
 Vessels From Agents Due
 Sungkang, Manila, B. & S., Nov. 21
 Rosetta Maru, Manila, T. & K., Nov. 21
 Hiroshima Maru, Singapore, N. Y. K., Nov. 22
 Laisan, Singapore, J. M. & Co., Nov. 23
 Nurnberg, Singapore, H. A. L., Nov. 23
 Emp. of Japan, Japan, C. P. & Co., Nov. 24
 Trenton, Japan, C. P. & Co., Nov. 24
 Hamburg, Singapore, M. & Co., Nov. 25
 Kōnig Albert, Japan, O. & O., Nov. 27
 Tippanas, Moji, H. S. J., Nov. 27
 Tjimon, Macassar, H. S. J., Nov. 28
 Indrasambha, Portland, A. & Co., Dec. 4
 Tacoma, Victoria, N. P. Co., Dec. 4
 Chingtu, Sydney, B. & S., Dec. 5
 America Maru, San Francisco, M. & Co., Dec. 8
 Victoria, Victoria, N. P. Co., Dec. 13

Vessels in Port.

STAMERS.
 An Pho, Br. s.s., 966, Kynoch, 12th Nov., Swatow 11th Nov., Gen.—A. K. & Co.
 Anping Maru, Jap. s.s., 1,053, Goto, 18th Nov., Foochow via Amoy and Swatow 17th Nov., Gen.—O. S. K.
 Arratoon, Agnr, Br. s.s., 931, Fey, 17th Nov., Calcutta via Penang and Singapore 14th Nov., Gen.—D. S. & Co. Ltd.
 Benverlich, Br. s.s., 2,164, Thomson, 14th Nov., Moji 9th Nov., Coal—G. L. & Co.
 Daiva Maru, Jap. s.s., 1,733, Yokohama, 19th Nov., Moji 13th Nov., Coal—H. U. Jeffries.
 Ellen Rickmers, Ger. s.s., 995, Henrichsen, 7th Nov., Moji 1st Nov., Coal—A. K. & Co.
 Empire, Br. s.s., 4,500, Helms, 14th Nov., Kobe 15th Nov., Gen.—G. L. & Co.
 Hailong, Br. s.s., 783, Evans, 19th Nov., Swatow 18th Nov., Gen.—D. L. & Co.
 Hinsang, Br. s.s., 1,536, Sauer, 16th Nov., Hongkong 4th Nov., Coal—J. M. & Co.
 Holstein, Ger. s.s., 985, Hansen, 19th Nov., Haiphong 16th Nov., and Hoilow 18th, Rice and Gen.—J. & Co.
 Kansu, Br. s.s., 801, Somerville, 13th Nov., Hoilow 9th Nov., Ballast—B. & S.
 Koun Maru, Jap. s.s., 1,787, Minamikawa, 8th Nov., Kobe 4th Nov., Coal and Gen.—Tong Yok Chon.
 Laertes, Br. s.s., 1,340, Jackson, 17th Nov., Saigon 10th Nov., Rice and Gen.—Nam Wo & Co.
 Madeleine Rickmers, Ger. s.s., 1,020, Sanders, 11th Nov., Bangkok 2nd Nov., Rice—A. K. & Co.
 Mandasan Maru, Jap. s.s., 2,798, Hallstrom, 19th Nov., Kutchinotzu 14th Nov., Coal—M. B. K.
 Maria Rickmers, Ger. s.s., 1,017, Bandelin, 2nd Nov., Bangkok via Hoilow 25th Oct., Gen.—K. & Co.
 Marie Jensen, Ger. s.s., 1,771, Meyer, 10th Nov., Samarang 30th Oct., Sugar—J. & Co.
 Mausang, Br. s.s., 1,614, Welsh, 14th Nov., Sandakan 8th Nov., Timber—J. M. & Co.
 Michael Jensen, Ger. s.s., 710, Uldrup, 16th Nov., Pakhoi 12th Nov., and Hoilow 15th, Gen.—J. & Co.
 Mongkut, Ger. s.s., 859, Götsche, 17th Nov., Bangkok 11th Nov., Rice—B. & S.
 Nippon, Aust. s.s., 4,000, Klausberger, 19th Nov., Japan 13th Nov., Gen.—S. W. & Co.
 Nippon Maru, Jap. s.s., 3,437, Greene, 13th Nov., San Francisco 15th Oct., Honolulu 22nd, Yokohama 5th Nov., Kobe 6th, Nagasaki 8th, and Shanghai 11th, Mails and Gen.—P. M. S. S. Co.
 Oceana, Ger. s.s., 700, Tanke, 8th Nov., Caroline Islands 1st Nov., Copra—S. & Co.
 Olympia, Am. s.s., 1,730, Dixon, 16th Nov., Tacoma via Ports 17th Oct., Gen.—D. & Co., Ltd.
 Onzang, Br. s.s., 1,787, Davies, 18th Nov., Java 7th Nov., Sugar—J. M. & Co.
 Perla, Br. s.s., 1,287, McGinty, 19th Nov., Hoilow 15th Nov., Ballast—S. T. & Co.
 Petrarch, Ger. s.s., 1,251, Athens, 11th Oct., Sourabaya 30th Sept., Sugar—S. W. & Co.
 Pitsanulok, Ger. s.s., 1,267, Fuchs, 16th Nov., Bangkok 6th Nov., Rice and Timber—B. & S.
 Salamancas, Br. s.s., Scott, 27th Oct., Singapore 10th Oct., Gen.—B. & Co.
 Tai Lee, Ger. s.s., 828, Michelsen, 4th Nov., Swatow 3rd Nov., Ballast—Meyer & Co.
 Tai Ping, Ch. s.s., 1,376, Brissander, 12th Nov., Wuhu and Chinkiang 5th Nov., Gen.—Order.
 Tote Maru, Jap. s.s., 1,220, Asai, 18th Nov., Moji 13th Nov., Coal—H. U. Jeffries.
 Trocas, Br. s.s., 2,657, Phillip, 8th Nov., Hankow 1st Nov., Ballast—A. K. & Co.
 Uland, Nor. s.s., 1,269, Andersen, 17th Nov., Moji 11th Nov., Coal—C. & Co.
 Victoria, Swed. s.s., 988, Hermansen, 27th Oct., Sourabaya 20th Oct., Sugar—S. W. & Co.
 Wongkoi, Ger. s.s., 1,115, Reher, 12th Nov., Hoilow 10th Nov., Gen.—B. & S.
 Yeddo, Br. s.s., 2,974, Baird, 10th Nov., Portland, Or. (U.S.A.) 14th Oct., Flour—Order.
 Yuensang, Br. s.s., 1,128, Payne, 19th Nov., Manila, P.I., 16th Nov., Gen.—J. M. & Co.
 Zafro, Br. s.s., 1,611, Rodgers, 17th Nov., Manila 15th Nov., Hemp—S. T. & Co.

SAILING VESSELS.

SAILING VESSELS.
 Brilliant, Br. bq., 3,609, Cowlishaw, 23rd Oct., Shanghai 16th Oct., Gen.—S. O. Co.
 Cleodron, Br. ship, 1,823, Morrison, 8th Nov., New York 26th June, Gen.—S. O. Co.
 Helena Wyman, Am. bq., 1,521, Vanhorn, 10th Aug., Singapore 1st Aug., Ballast—Master.
 Lillebonne, Am. sch., 708, Finmen, 6th Oct., Manila 18th Sept., Ballast—D. & Co., Ltd.

Ships Passed The Canal.

Ships Passed The Canal.
 Outward—24th October—Nurnberg, Denbighshire. 30th October—British Monarch, Benlomon, Ceylon, Peleus, Princess Marie, Teutal. 4th November—Ambria, Konig Albert. 7th November—Glengarry, Sonaki Maru. 11th November—Salatia, Paul Tan, Neddes, Persia. 13th November—Yang Tan, Queen Mary, Renarly, Salsuna, Wursburg, Japan. 17th November—St. Kilda, Hittachi Maru, Kautschou.
 Homeward—24th October—Ajaz, Prometheus. 11th November—Dardanus. 13th November—Vindobana, Abessinia. 17th November—Borneo.

Arrivals at Home—4th November—Kin-tuck, Annam. 5th November—Suwatra. 7th November—Kamakura Maru, Zieten, Glancus, Moyune. 11th November—Dresden, Mogul, Ping Suey, Merionethshire. 13th November—Damberg, Inaba Maru, Konigsberg, Andalusia. 17th November—Socotra. 17th November—Seydlitz, Braemar, Bendloch, Ernest Simons.

Hongkong & Whampoa Dock Returns.

HONGKONG.
 Tailor, H.M.S. Amphitrite...
 H.I.G.M.S. Moem...
 U.S.S. Ajax...
 U.S.S. Zafro...
 Chuen Tiao...
 Tarloc...
 Lillebonne...
 Salamancas...
 Andrea Rickmers...
WHAMPOA DOCK.
 Acheson, James...
 Albert, Dr. T...
 Anderson, Mr...
 Ascoli, Mr. and Mrs. V...
 Bader, C. H...
 Bader, K...
 Barnes, Maj. J. P...
 Barrett, H. J...
 Barrett, E. G...
 Baum, A...
 Beaumont, Mrs...
 Beebe, G. S...
 Bennett, F...
 Beswick, C. W...
 Black, Mr. and Mrs...
 Boggan, Mr. and Mrs. R...
 Bonner, E. A...
 Bontin, L. and son...
 Borthwick, Mrs. R. W...
 Boyd, Miss...
 Brown, W. S...
 Buck, Hart...
 Bunn, Miss H...
 Clark, W. G...
 Clark, W. E...
 Colson, F. S...
 Comer, Mr. and Mrs...
 H. M...
 North, C. J...
 O'Connor, Lt.-Col...
 Otto, A...
 Parfit, W...
 Parr, Dr...
 Parr, Miss...
 Pattie, J. A...
 Perkins, C. B...
 Pope, Mr. and Mrs...
 Potter, A. G...
 Potts, W. B...
 Ross, S. B. C...
 Schmidt, W. E...
 Simmers, Mr. and Mrs...
 Smith, Mr. and Mrs. E. H...
 Smith, Master L. H...
 Snewin, E. A...
 Somerville, Geo...
 Stuart, Mrs. Leslie C...
 Taylor, Mrs...
 Terrant, R...
 Thorton, H. L...
 Vernon, Mr. and Mrs. J...
 Waite, H. E...
 Wall, Mrs. L...
 Watkins, G. A...
 Weir, C. S...
 Williams, Mr. and Mrs...
 Hannibal...
 Wolff, Philip...
 Woolmer, Mr. and Mrs...
 Wright, Mr. and Mrs...
 Jaff, D.

THE WEATHER.

The following report is from Mr. F. G. Figg, acting Director of the Hongkong Observatory:—
 On the 20th at 11.35 a.m. The barometer has risen over Japan, and is little changed elsewhere.
 The anticyclone is still central over China, and gradients continue rather steep with very strong monsoon along the coast, and over the China Sea.
 Forecast—fresh N.E. winds; fair.

Nov. 19 at 10 a.m. Nov. 20 at 10 a.m.
 Barometer 30.17 30.08
 Temperature 70 70
 Humidity 82 90
 Rainfall — —

CHINA COAST METEOROLOGICAL REGISTER.

November 20th, 1903, a.m.
 Bar. Th. Hu. Wind W.
 Vladivostok 7 a.m. 30.00 17 40 — 0 b
 " 6 a.m. 29.84 — — — — —
 " 5 a.m. 30.01 — — — — —
 " 4 a.m. 30.14 — — — — —
 " 3 a.m. 30.23 — — — — —
 " 2 a.m. 30.34 — — — — —
 " 1 a.m. 30.27 — — — — —
 " 12 a.m. 30.20 — — — — —
 " 11 a.m. 30.13 — — — — —
 " 10 a.m. — — — — —
 " 9 a.m. — — — — —
 " 8 a.m. — — — — —
 " 7 a.m. — — — — —
 " 6 a.m. — — — — —
 " 5 a.m. — — — — —
 " 4 a.m. — — — — —
 " 3 a.m. — — — — —
 " 2 a.m. — — — — —
 " 1 a.m. — — — — —
 " 12 a.m. — — — — —
 " 11 a.m. — — — — —
 " 10 a.m. — — — — —
 " 9 a.m. — — — — —
 " 8 a.m. — — — — —
 " 7 a.m. — — — — —
 " 6 a.m. — — — — —
 " 5 a.m. — — — — —
 " 4 a.m. — — — — —
 " 3 a.m. — — — — —
 " 2 a.m. — — — — —
 " 1 a.m. — — — — —
 " 12 a.m. — — — — —
 " 11 a.m. — — — — —
 " 10 a.m. — — — — —
 " 9 a.m. — — — — —
 " 8 a.m. — — — — —
 " 7 a.m. — — — — —
 " 6 a.m. — — — — —
 " 5 a.m. — — — — —
 " 4 a.m. — — — — —
 " 3 a.m. — — — — —
 " 2 a.m. — — — — —
 " 1 a.m. — — — — —
 " 12 a.m. — — — — —
 " 11 a.m. — — — — —
 " 10 a.m. — — — — —
 " 9 a.m. — — — — —
 " 8 a.m. — — — — —
 " 7 a.m. — — — — —
 " 6 a.m. — — — — —
 " 5 a.m. — — — — —
 " 4 a.m. — — — — —
 " 3 a.m. — — — — —
 " 2 a.m. — — — — —
 " 1 a.m. — — — — —
 " 12 a.m. — — — — —
 " 11 a.m. — — — — —
 " 10 a.m. — — — — —
 " 9 a.m. — — — — —
 " 8 a.m. — — — — —
 " 7 a.m. — — — — —
 " 6 a.m. — — — — —
 " 5 a.m. — — — — —
 " 4 a.m. — — — — —
 " 3 a.m. — — — — —
 " 2 a.m. — — — — —
 " 1 a.m. — — — — —
 " 12 a.m. — — — — —
 " 11 a.m. — — — — —
 " 10 a.m. — — — — —
 " 9 a.m. — — — — —
 " 8 a.m. — — — — —
 " 7 a.m. — — — — —
 " 6 a.m. — — — — —
 " 5 a.m. — — — — —
 " 4 a.m. — — — — —
 " 3 a.m. — — — — —
 " 2 a.m. — — — — —
 " 1 a.m. — — — — —
 " 12 a.m. — — — — —
 " 11 a.m. — — — — —
 " 10 a.m. — — — — —
 " 9 a.m. — — — — —
 " 8 a.m. — — — — —
 " 7 a.m. — — — — —
 " 6 a.m. — — — — —
 " 5 a.m. — — — — —
 " 4 a.m. — — — — —
 " 3 a.m. — — — — —
 " 2 a.m. — — — — —
 " 1 a.m. — — — — —
 " 12 a.m. — — — — —
 " 11 a.m. — — — — —
 " 10 a.m. — — — — —
 " 9 a.m. — — — — —
 " 8 a.m. — — — — —
 " 7 a.m. — — — — —
 " 6 a.m. — — — — —
 " 5 a.m. — — — — —
 " 4 a.m. — — — — —
 " 3 a.m. — — — — —
 " 2 a.m. — — — — —
 " 1 a.m. — — — — —
 " 12 a.m. — — — — —
 " 11 a.m. — — — — —
 " 10 a.m. — — — — —
 " 9 a.m. — — — — —
 " 8 a.m. — — — — —
 " 7 a.m. — — — — —
 " 6 a.m. — — — — —
 " 5 a.m. — — — — —
 " 4 a.m. — — — — —
 " 3 a.m. — — — — —
 " 2 a.m. — — — — —
 " 1 a.m. — — — — —
 " 12 a.m. — — — — —
 " 11 a.m. — — — — —
 " 10 a.m. — — — — —
 " 9 a.m. — — — — —
 " 8 a.m. — — — — —
 " 7 a.m. — — — — —
 " 6 a.m. — — — — —
 " 5 a.m. — — — — —
 " 4 a.m. — — — — —
 " 3 a.m. — — — — —
 " 2 a.m. — — — — —
 " 1 a.m. — — — — —
 " 12 a.m. — — — — —
 " 11 a.m. — — — — —
 " 10 a.m. — — — — —
 " 9 a.m. — — — — —
 " 8 a.m. — — — — —
 " 7 a.m. — — — — —
 " 6 a.m. — — — — —
 " 5 a.m. — — — — —
 " 4 a.m. — — — — —
 " 3 a.m. — — — — —
 " 2 a.m. — — — — —
 " 1 a.m. — — — — —
 " 12 a.m. — — — — —
 " 11 a.m. — — — — —
 " 10 a.m. — — — — —
 " 9 a.m. — — — — —
 " 8 a.m. — — — — —
 " 7 a.m. — — — — —
 " 6 a.m. — — — — —
 " 5 a.m. — — — — —
 " 4 a.m. — — — — —
 " 3 a.m. — — — — —
 " 2 a.m. — — — — —
 " 1 a.m. — — — — —
 " 12 a.m. — — — — —
 " 11 a.m. — — — — —
 " 10 a.m. — — — — —
 " 9 a.m. — — — — —
 " 8 a.m. — — — — —
 " 7 a.m. — — — — —
 " 6 a.m. — — — — —
 " 5 a.m. — — — — —
 " 4 a.m. — — — — —
 " 3 a.m. — — — — —
 " 2 a.m. — — — — —
 " 1 a.m. — — — — —
 " 12 a.m. — — — — —
 " 11 a.m. — — — — —
 " 10 a.m. — — — — —
 " 9 a.m. — — — — —
 " 8 a.m. — — — — —
 " 7 a.m. — — — — —
 " 6 a.m. — — — — —
 " 5 a.m. — — — — —
 " 4 a.m. — — — — —
 " 3 a.m. — — — — —
 " 2 a.m. — — — — —
 " 1 a.m. — — — — —
 " 12 a.m. — — — — —
 " 11 a.m. — — — — —
 " 10 a.m. — — — — —
 " 9 a.m. — — — — —
 " 8 a.m. — — — — —
 " 7 a.m. — — — — —
 " 6 a.m. — — — — —
 " 5 a.m. — — — — —
 " 4 a.m. — — — — —
 " 3 a.m. — — — — —
 " 2 a.m. — — — — —
 " 1 a.m. — — — — —
 " 12 a.m. — — — — —
 " 11 a.m. — — — — —
 " 10 a.m. — — — — —
 " 9 a.m. — — — — —
 " 8 a.m. — — — — —
 " 7 a.m. — — — — —
 " 6 a.m. — — — — —
 " 5 a.m. — — — — —
 " 4 a.m. — — — — —
 " 3 a.m. — — — — —
 " 2 a.m. — — — — —
 " 1 a.m. — — — — —
 " 12 a.m. — — — — —
 " 11 a.m. — — — — —
 " 10 a.m. — — — — —
 " 9 a.m. — — — — —
 " 8 a.m. — — — — —
 " 7 a.m. — — — — —
 " 6 a.m. — — — — —
 " 5 a.m. — — — — —
 " 4 a.m. — — — — —
 " 3 a.m. — — — — —
 " 2 a.m. — — — — —
 " 1 a.m. — — — — —
 " 12 a.m. — — — — —
 " 11 a.m. — — — — —
 " 10 a.m. — — — — —
 " 9 a.m. — — — — —
 " 8 a.m. — — — — —
 " 7 a.m. — — — — —
 " 6 a.m. — — — — —
 " 5 a.m. — — — — —
 " 4 a.m. — — — — —
 " 3 a.m. — — — — —
 " 2 a.m. — — — — —
 " 1 a.m. — — — — —
 " 12 a.m. — — — — —
 " 11 a.m. — — — — —
 " 10 a.m. — — — — —
 " 9 a.m. — — — — —
 " 8 a.m. — — — — —
 " 7 a.m. — — — — —
 " 6 a.m. — — — — —
 " 5 a.m. — — — — —
 " 4 a.m. — — — — —
 " 3 a.m. — — — — —
 " 2 a.m. — — — — —
 " 1 a.m. — — — — —
 " 12 a.m. — — — — —
 " 11 a.m. — — — — —
 " 10 a.m. — — — — —
 " 9 a.m. — — — — —
 " 8 a.m. — — — — —
 " 7 a.m. — — — — —
 " 6 a.m. — — — — —
 " 5 a.m. — — — — —
 " 4 a.m. — — — — —
 " 3 a.m. — — — — —
 " 2 a.m. — — — — —
 " 1 a.m. — — — — —
 " 12 a.m. — — — — —
 " 11 a.m. — — — — —
 " 10 a.m. — — — — —
 " 9 a.m. — — — — —
 " 8 a.m. — — — — —
 " 7 a.m. — — — — —
 " 6 a.m. — — — — —
 " 5 a.m. — — — — —
 " 4 a.m. — — — — —
 " 3 a.m. — — — — —
 " 2 a.m. — — — — —
 " 1 a.m. — — — — —
 " 12 a.m. — — — — —
 " 11 a.m. — — — — —
 " 10 a.m. — — — — —
 " 9 a.m. — — — — —
 " 8 a.m. — — — — —
 " 7 a.m. — — — — —
 " 6 a.m. — — — — —
 " 5 a.m. — — — — —
 " 4 a.m. — — — — —
 " 3 a.m. — — — — —
 " 2 a.m. — — — — —
 " 1 a.m. — — — — —
 " 12 a.m. — — — — —
 " 11 a.m. — — — — —
 " 10 a.m. — — — — —
 " 9 a.m. — — — — —
 " 8 a.m. — — — — —
 " 7 a.m. — — — — —
 " 6 a.m. — — — — —
 " 5 a.m. — — — — —
 " 4 a.m. — — — — —
 " 3 a.m. — — — — —
 " 2 a.m. — — — — —
 " 1 a.m. — — — — —
 " 12 a.m. — — — — —
 " 11 a.m. — — — — —
 " 10 a.m. — — — — —
 " 9 a.m. — — — — —
 " 8 a.m. — — — — —
 " 7 a.m. — — — — —
 " 6 a.m. — — — — —
 " 5 a.m. — — — — —
 " 4 a.m. — — — — —
 " 3 a.m. — — — — —
 " 2 a.m. — — — — —
 " 1 a.m. — — — — —
 " 12 a.m. — — — — —
 " 11 a.m. — — — — —
 " 10 a.m. — — — — —
 " 9 a.m. — — — — —
 " 8 a.m. — — — — —
 " 7 a.m. — — — — —
 " 6 a.m. — — — — —
 " 5 a.m. — — — — —
 " 4 a.m. — — — — —
 " 3 a.m. — — — — —
 " 2 a.m. — — — — —
 " 1 a.m. — — — — —
 " 12 a.m. — — — — —
 " 11 a.m. — — — — —
 " 10 a.m. — — — — —
 " 9 a.m. — — — — —
 " 8 a.m. — — — — —
 " 7 a.m. — — — — —
 " 6 a.m. — — — — —
 " 5 a.m. — — — — —
 " 4 a.m. — — — — —
 " 3 a.m. — — — — —
 " 2 a.m. — — — — —
 " 1 a.m. — — — — —
 " 12 a.m. — — — — —
 " 11 a.m. — — — — —
 " 10 a.m. — — — — —
 " 9 a.m. — — — — —
 " 8 a.m. — — — — —
 " 7 a.m. — — — — —
 " 6 a.m. — — — — —
 " 5 a.m. — — — — —
 " 4 a.m. — — — — —
 " 3 a.m. — — — — —
 " 2 a.m. — — — — —
 " 1 a.m. — — — — —
 " 12 a.m. — — — — —
 " 11 a.m. — — — — —
 " 10 a.m. — — — — —
 " 9 a.m. — — — — —
 " 8 a.m. — — — — —
 " 7 a.m. — — — — —
 " 6 a.m. — — — — —
 " 5 a.m. — — — — —
 " 4 a.m. — — — — —
 " 3 a.m. — — — — —
 " 2 a.m. — — — — —
 " 1 a.m. — — — — —
 " 12 a.m. — — — — —
 " 11 a.m. — — — — —
 " 10 a.m. — — — — —
 " 9 a.m. — — — — —
 " 8 a.m. — — — — —
 " 7 a.m. — — — — —
 " 6 a.m. — — — — —
 " 5 a.m. — — — — —
 " 4 a.m. — — — — —
 " 3 a.m. — — — — —
 " 2 a.m. — — — — —
 " 1 a.m. — — — — —
 " 12 a.m. — — — — —
 " 11 a.m. — — — — —
 " 10 a.m. — — — — —
 " 9 a.m. — — — — —
 " 8 a.m. — — — — —
 " 7 a.m. — — — — —
 " 6 a.m. — — — — —
 " 5 a.m. — — — — —
 " 4 a.m. — — — — —
 " 3 a.m. — — — — —
 " 2 a.m. — — — — —
 " 1

HIGH CLASS
GENTLEMEN'S
OUTFITTERS.

EVERYTHING
UP TO DATE.
28, Queen's Road.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,
GENERAL DRAPERS & HIGH CLASS
DRESS-MAKERS.

HIGH CLASS
GENTLEMEN'S
OUTFITTERS.

FAMED FOR
SHIRTS.
28, Queen's Road.

DRESSMAKING DEPARTMENT.

Ball Dresses, Bridal Gowns, In and Outdoor Costumes, Riding Habits, Cycling Skirts, Tea Gowns, etc.

CUT, FIT, AND STYLE GUARANTEED.

Ladies' own materials made up. This Department is under the direct supervision of a Highly Qualified English Dressmaker. Customers living at Coast Ports or inland who are unable to call for fitting should send for patterns and estimates, which will be promptly forwarded free of charge. When ordering, always send a well-fitting dress as pattern, so that we may get the exact measurements and insure perfect fit without unnecessary delay. If customer is not on our books, a deposit of at least half the amount of estimate is required on placing all making up orders; balance before delivery.

PARISIENNE MILLINERY.

A large selection of the latest French and English creations always arriving. Also a large stock of Plain and Fancy Straw Hats, Trimmed to order under European supervision.

DRESS GOODS.

Feweeds, Serges, Meltons, Freizes, Hopbacks, and full range of Fancy Dress Materials, always on hand.

GLOVES.

Black, Tan, White, and Beaver Kid and Suede Gloves stocked from September to end of February. Silk and Cotton in stock throughout the year.

HOSIERY.

Ladies' and Children's Summer Cotton, Cashmere, and Lisle Thread Hose, Children's White and Colored Socks. Ladies' Openwork and Embroidered Cashmere, Spun Silk, and Cotton Hose (Tan and Black and Colors).

SILKS AND SATINS.

Undoubtedly the very best stock in the Far East, and includes English and French Silks and Satins in all makes and colors, Rich Broches, Bengalines, Peau de Soies, Glacés, Foulards, Chenes; Moirés, Satin-Merveilleux, Silk Duchesse, etc., etc.

CHIFFONS AND GAUZES.

Accordion pleated Chiffons in all widths. Plain Chiffons and Gauzes, Crepe de Chine, Satin Chiffon Cloth, Bridal Net, Embroidered Dress Nets, and Gauzes in great variety.

RIBBONS.

Black, White and Colored, Plain and Fancy Ribbons, in all widths and qualities.

LACES.

Guipure, Torchon, Valenciennes, Paris Laces and Insertions, including all the newest makes on the market. Splendid selection of new Lace Ties, Collars, and Robes, direct from the best French houses.

LADIES' UNDERCLOTHING.

Wool Combinations, Silk and Wool Vests, Cholera Belts, White Cotton Vests, Nainsook Chemises, Knickers, Night Dresses, Camisoles, Combinations, Bath and Dressing Gowns, etc.

BOOTS AND SHOES.

Stocked in English and American shapes. An entirely new stock will shortly arrive. It includes all kinds of the best makes in ladies' and children's smart Footwear.

CORSETS.

In the following makes:—Madam Leider, Prima Donna, The Model straight-fronted, Y. and N. Cycling.

THE SANAKOR.

A new and thoroughly up-to-date high class corset in rich brocade.

THE RIBBON CORSET.

Ideally Cool for the East; this corset is made up of bands of thick ribbon or petersham, fitting below the bust yet affording perfect support.

UMBRELLAS AND SUNSHADES

With natural or fancy handles, silk lace and chiffon covers, in the latest fashions.

HOUSEHOLD LINEN DEPARTMENT.

All kinds of Bed and Table Linen stocked, Calicoes, Long Cloth Shirtings, Prints, Oxford Shirtings, Flannels—and Flannel-ettes in large variety.

LININGS.

We hold a full Range of Dressmakers' Linings and Sundries Sateens, Linenets, Seilecias, Black, Ducks, &c.

BED AND BEDDINGS

Single and Double beds, Camp, Air, and Chair beds. Infants' Cots. Hair, Flock, Feather, Rattan, and Spring Mattresses. Bolsters, Pillows, Cushions, etc., in stock or made to order.

CURTAINS.

Cream or White Lace in all lengths; also in Tapestry, Rep, Crettonne, and Chinelle.

TABLE COVERS

In all the newest designs and makes.

CARPETS.

Axminster, Brussels Tapestry and Kidderminster Carpet Squares in various qualities. Prices up to \$300.

QUILT AND BLANKET DEPT.

Silk-covered Eider Down and White and Colored Quilts. White, Scarlet, and Colored Blankets and Rugs. Silk, Velvet and Tapestry Cushions.

IRONMONGERY.

Standard, Table and Hanging Lamps, Coal Scuttles and Boxes, Fenders, Fire Irons, Cooking and Heating Stoves, Ranges, Fire Guards, China and Glass, Glazed Tiles, etc., etc.

HOUSE KEEPERS' SUNDRIES.

Brooms and Brushes, Domestic Soaps, Black Lead, Knife Powder and Boards, Butter Pats, Rolling Pins, Mouse and Rat Traps, Washing Boards, Mops, etc., etc., etc.

DOMESTIC.

Zinc Scullery Baths, Bedroom, Hip and Sponge Baths, Enamelled Kitchen Ware, Electro Plate, including a large Stock of Cruets.

GAMES:—CRICKET, TENNIS, CROQUET, FOOTBALL, PING PONG.

A large selection of Indoor Games, Hoop La! Dominoes, Chess, Draughts, Children's and Adults' Table Games stocked.

TOYS.

We keep every kind of Toy all the year round, from Tin Engines at 15 cts. to Magnificently Modelled Real Skin Horses at \$40; or a Cinematograph.

DOLLS.

Stone, Rag, Kid, Celluloid, etc. Dressed and Undressed.

FANCY LEATHER GOODS

For Presents, Silver, Ebony and Ivory Manicure Sets.

OVERMANTLES AND MIRRORS.

Handsome Gilt, White and Gold, or Walnut Frames, etc., etc., with bevelled glass, English-make.

GARDEN TOOLS.

Iron, Wire and Rubber Door Mats.

TRUNKS.

Cabin, Overland and Storage Trunks. Steel, Compressed Fibre, Millboard, Willesden Canvas, Solid, Leather, etc.

LADIES' HAT BOXES

In various makes, Hand Bags, Portmanteaux, Suit Cases, Gladstone Bags, Rug Straps, Cash and Deed Boxes.

SEWING MACHINES.

Jones' Famous Hand and Treadle Machines famous throughout the East.

CHILDREN'S OUTFITTING.

In all its Branches.

LADIES' & GENTS'
REAL PANAMAS

will be offered at

\$18.50

FOR ONE MONTH

From this date, 13th November, 1903.

FINE QUALITY.

BEWARE OF IMITATIONS.

TRIMMINGS

Of every Description. Rich Silk Appliques Silk and Motifs in floral designs. Pearl, Jet, and Bead, Silk Braid, Sequins on Net, Silk on Lace. The latest Wool Trimmings and others too numerous to mention.

JACKETS AND FURS.

Heavy winter Jackets, Stylish Golf Capes, Handsome Fur Coats, Capes and Jackets for travellers, Opera Cloaks and Wraps. Light Summer Rain and Dust Cloaks.

VELVETS, VELVETEENS.

Feather and Fur Boas, and Light Silk Chiffon, Lace and Net Ruffles and Facinators.

November 14th.

R. G. HECKFORD,
MANAGER.